

Sustainable Re-use of Tyres in Port, Coastal and River Engineering

Guidance for planning, implementation and maintenance



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Cover picture: Reconstruction of the flood defence embankment on Branston Island on the River Witham near Lincoln. (Courtesy of the Environment Agency)

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Summary

Sustainable Re-use of Tyres in Port, Coastal and River Engineering

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Report SR 669
December 2004

HR Wallingford led this study on the potential re-use of tyres in coastal and river engineering which was funded by DTI/EA and a range of other funders. Work was prompted by a European-wide ban, in the summer of 2003, on the disposal of whole tyres to landfill sites and builds on earlier work at Southampton University and at TRL-VIRIDIS. Research identified a wide range of potential uses, especially when tyres are compressed and bound in bales of about 100.

A key aspect of the study was to address the full range of issues arising from the potential use of tyres in engineering works and in the water environment. Pilot schemes in coastal and river sites were used to demonstrate the suitability of tyres to different applications, and sites were monitored for physical movement, stability and chemical leaching.

Research has culminated in this guidance manual to inform civil engineers about the appropriate use of tyres (particularly tyre bales) in river and coastal engineering. The manual gives engineering reasons as to why tyres might be used compared to other materials, along with economic, social and environmental benefits of doing so. An introduction to tyre properties, reprocessing and re-use is given as well as the specific properties, production and use of tyre bales as established through the work of this project. Case examples are provided of the use of whole tyres, tyre bales and tyre treads in port, coastal and river engineering applications. The durability, monitoring and maintenance of structures utilising tyres is also discussed and an environmental impact and risk assessment provided.

The results of pilot studies have been complemented by laboratory testing of bales at both prototype and model scale and by collation of information from industry and environmental protection and waste management.

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This manual was prepared by HR Wallingford (HR) and was published on behalf of the Department of Trade and Industry (DTI) and the Environment Agency. The views and information presented in the guide are those of HR Wallingford and while they reflect the views of the advisory committee they are not necessarily those of the funding organisations. The project was managed by Jonathan Simm of HR Wallingford.

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Glossary

Aggregate	Granular material used in construction. Aggregate may be natural, manufactured or recycled.
Alternative materials	Materials, such as recycled and secondary aggregates, that are not normally considered as traditional construction materials.
Aquifer	A deposit or rock containing water that can be used to supply wells.
Armour	Outer protective layer of a sea or river defence usually made of 'armour units'.
Armour stone	Large quarried stone used as primary protection against wave attack.
Armour units	Large quarried stone or specially shaped concrete blocks used as primary protection against wave action.
Bale (tyre)	Tyres which are compressed and secured.
Beach recharge (or renourishment)	Supplementing the natural volume of sediment on a beach, using imported material (also referred to as beach nourishment/feeding).
Bead	The part of a tyre that is made of high tensile steel wires wrapped in woven textile which are held to the plies, anchoring the part of the tyre which is shaped to fit the rim.
Benzothiazole	an organic compound containing sulphur produced from accelerators used in the manufacture of tyres. For more information see: http://www.osha.gov/dts/chemicalsampling/data/CH_220335.html
Breakwater	A massive wall built out into the sea to protect a shore or harbour from the force of the waves.
Chips	Mechanically fragmented, ripped or torn post-consumer tyres resulting in irregularly shaped post-consumer tyre pieces of approximately 10mm to 50mm in size.
Civil engineering applications	the use of whole, shredded or granulated tyres in construction projects, e.g. porous asphalt.
Cladoceran	a tiny freshwater crustacean.
Clay	A grain whose diameter is less than 4µm.
Controlled waters	Virtually all fresh and saline natural waters out to the offshore territorial limit, including: rivers and streams, canals, relevant lakes and ponds, certain reservoirs, estuaries and coastal waters, and groundwaters.
Copepod	tiny marine or freshwater crustacean that lives among plankton and is an important food source for many fish.
Core	Material within the defence structure protected by the outer armour or cover layer.
D ₅₀	Particle size corresponding to 50% of the material.
Dead Weight Tonnage	A measure of carrying capacity or size of a vessel equal to the weight of cargo and supplies that can be supported. Measured in tons of 2,240 pounds.

Glossary continued

Density	Mass per unit volume of a substance, usually expressed in units of g/cm^3 .
Dewatering	The removal of water from the ground or excavations with pumps, wellpoints, or drainage systems to lower the water table.
Dioxin	A particularly toxic class of halogenated aromatic hydrocarbons, the by-product of the bleaching process used in the manufacture of white paper and the manufacture of other chemicals such as the herbicide 'Agent Orange' and from the incomplete incineration of wastes containing chlorine.
Durability	The ability of a material to resist degradation and retain its physical and mechanical properties.
Ecosystem	The plants, animals and micro-organisms that live in a defined space and the physical environment in which they live.
Elastomer	Any material able to resume its original shape when a deforming force is removed.
Embankment	Earth structure, often built for flood protection.
End-of-life tyre	A tyre which has been permanently removed from a vehicle without the possibility of being remounted for further road-use.
Energy recovery	the incineration of tyres (e.g. in cement kilns) principally to extract the fuel or energy value from whole or processed tyres.
Environment	Surroundings in which an organism operates, including air, water, land, natural resources, flora, fauna, humans and their interrelation.
Embodied energy	The quantity of energy required by all of the activities associated with a production process including the acquisition of primary material, transportation, manufacturing and handling.
Epibiota	Organisms that live, usually parasitically, both on the surface and within the body of a host.
Estuary	A semi-enclosed body of water in which seawater is substantially diluted with freshwater entering from land drainage.
Extender	Substance added to glues and resins to dilute them or modify their viscosity.
Gabion	A rectangular (generally) box or mattress made of wire mesh and filled with stone.
Geotextile	A synthetic fabric used as a filter or a separation layer (can be woven or unwoven).
Granulation/ crumbing	the mechanical shearing of rubber to reduce it in size into finely dispersed pieces of under 25mm in any dimension.
Greenhouse gas	Atmospheric gases that absorb UV energy and the radiate it as heat.
Groyne	A structure, generally perpendicular to the shoreline or riverbank, built to control the movement of beach material or arrest erosion.
Fluvial	Occurring in or of a river.

Glossary continued

Flume	A narrow channel through which water flows.
Groundwater	That part of the subsurface water that is in the soil or flows through and around terrestrial crustal rocks.
Heavy metal	Metals whose atomic weights exceed 20 amu.
Hydrocarbons	Organic compounds composed entirely of carbon and hydrogen atoms.
Inert	Unreactive.
Landfill	Low-lying sites or tips being filled up with alternate layers of rubbish and earth.
LC ₅₀	The lethal concentration at which a chemical causes the mortality of 50 percent of the test organisms during a specified period of exposure.
Leachate	The liquid generated after a solid is subjected to a leachant.
Lysimeter	packed bed of earth or similar solid material through which water is percolated.
Manufactured aggregate	Aggregate of mineral origin resulting from an industrial process involving thermal or other modification.
Marine pollutant	Any substance introduced into the ocean by humans that alters any natural feature of the marine environment.
Mud	A sedimentary deposit composed of 70 percent or more by mass clay-sized grains.
Municipal	Relating to a town, city, or borough or its local government.
Permeability	The ease with which water will pass into and through the pores in rock, soil, sand or gravel.
Phenol	Any organic compound whose molecules contain one or more hydroxyl groups bound directly to a carbon atom in an aromatic ring.
pH	The negative log of the hydrogen ion activity. Solutions with pH greater than 7 are acidic and those with pH less than 7 are alkaline. A solution is neutral if its pH equals 7.
Photochemical smog	An atmospheric (normally low level) fog caused by the reaction of certain gases such as VOCs, nitrogen oxides and unburnt hydrocarbons in sunlight.
Pollution	The introduction by man into the environment of substances or energy liable to cause hazards to human health, harm to living resources and ecological systems, damage to structures or amenity, or interference with legitimate uses of the environment.
Polynuclear aromatic hydrocarbon	A natural component of petroleum and very potent carcinogen with greatly elevated environmental concentrations because of oil spills, burning of fossil fuels and the use of tars and wood preservatives.
Porosity	Ratio of voids of a material to its total volume.

Glossary continued

Portland Cement	A type of cement (<u>not</u> a brand name) that hardens under water; made by heating clay and crushed chalk or limestone in a kiln and pulverising the result.
Post-consumer tyre	A tyre which has been permanently removed from a vehicle without the possibility of being remounted for further road-use.
Primary Aggregate	Construction aggregates produced from crushed rock, and sand and gravel (land and marine won). These aggregates are subject to the Aggregates Levy.
Primary Materials	Materials extracted from virgin natural reserves.
Pulverised fuel ash	The fine powder removed from the exhaust gases of power stations that burn pulverised coal.
Pyrolysis	Decomposition of rubber by heat in an oxygen free atmosphere into oil, gas, steel and carbon, char.
Recycled Aggregate	Aggregate resulting from the processing of inorganic material previously used in construction.
Resource	A concentration of materials from which extraction of a commodity may be possible.
Reuse	The employment of an article or item once again for its original purpose, or for a different purpose, without prior processing to change its physical or chemical characteristics.
Revetment	One or more layers of stone, concrete or other material used to protect the sloping surface of an embankment, natural coast or shoreline against erosion.
Rip-rap	Widely graded rock armour.
Risk	The chance of an adverse event actually occurring.
Road runoff	The transport of water, solutes, and particles from roads and highways to waterways and the ocean.
Rubberised asphalt	An open-textured asphalt mixture with a very high void percentage made possible by the addition of rubberised bitumen as a binder
Rubble-mound structure	A mound of randomly shaped and randomly placed stone.
Salinity	The grams of inorganic ionic solutes that are present in 1000g of seawater.
Salmonid waters	Waters in which game fish (such as salmon, trout, grayling and whitefish) are found.
Scalplings	Small stones used for drainage in excavations, and as hardcore.
Scour	Erosion of bed or beach material close to a structure due to wave or river action.

Glossary continued

Secondary Aggregates	Construction aggregates produced from by-products of industrial processes (manufactured aggregates) such as metallurgical slags, Pulverised Fuel Ash (PFA,) and Incinerator Bottom Ash (IBA), plus aggregates produced as by-products from other mineral extraction processes such that they do not incur the Aggregates Levy, such as china clay sand, and slate aggregates.
Shingle	Defined as a sediment with particle sizes in the range 2-200mm. Shingle structures may take the form either of spits, barrier islands or cusped forelands.
Shredding	Any mechanical process by which tyres are fragmented, ripped or torn into irregular pieces of greater than 25mm and less than 300mm in any dimension.
Sidewall	The outermost rubber to which the tread is vulcanised.
Site of Special Scientific Interest (SSSI)	An area of land or water notified under the Wildlife and Countryside Act 1981 (as amended) as being of geological or nature conservation importance, in the opinion of the Countryside Council for Wales, English Nature or Scottish Natural Heritage.
Special Area of Conservation (SAC)	Established under the EC Habitats Directive (92/43/EEC), implemented in the UK by The Conservation (Natural Habitats etc) Regulations 1994 and The Conservation (Natural Habitats etc) (Northern Ireland) Regulations 1995. The sites are significant in habitat type and species, and are considered in greatest need of conservation at a European Level. All UK SACs are based on SSSIs, but may cover several separate but related sites.
Special Protection Area (SPA)	The Directive on Conservation of Wild Birds (79/409/EEC) allows for the designation of areas specifically for bird species to prevent deliberative capture, killing and disturbance of certain endangered species as well as the destruction or damage to eggs and nests. (Designated sites are also subject to the provisions of the Conservation (Natural Habitats etc) Regulations 1994).
Spoil	Soil or rock or other material arising from excavation, dredging, or other ground engineering work.
Substrate	The base upon which an organism lives and grows.
Toe	The lowest part of a coastal or river defence structure or river bank.
Tyre recycling	Any process by which post-consumer tyres or materials derived from post-consumer tyres are converted into useable material.
Under-layer	Granular layer beneath armour or cover layer which may serve as a filter and/or as a separating layer. May be replaced or augmented by a geotextile.
UV, ultraviolet radiation	The form of electromagnetic radiation having wavelengths ranging from 1 to 400nm.
UK waters	These include territorial waters, whose limits extend to 12 nautical miles offshore, and waters to 200 nautical miles offshore within which the UK exercises certain rights and jurisdictions.

Glossary continued

Viscosity	A measure of the ability of fluid to flow.
Volatile Organic Compounds	Low-molecular-weight molecules used as industrial solvents and dry cleaning fluids, refrigerants, flame retardants and aerosol propellants. Most VOCs are carcinogenic.
Vulcanise	To treat rubber with sulphur under heat and pressure to improve elasticity and strength.
Weir	A low dam built across a river to raise the water level, divert the water or control its flow.
Waste	<p>Waste is something that ‘the producer or holder discards or intends to or is required to discard’ (Waste Management Licensing Regulations 1994). In order for a substance or object to be waste it must fall into one of the categories set out in Part II of Schedule 4 to the Regulations; and</p> <ul style="list-style-type: none">• Be discarded or disposed of by the holder; or• Be intended to be discarded or disposed of by the holder; or• Be required to be discarded or disposed of by the holder. <p>(from DoE Circular 11/94).</p>
Whole tyre	An untreated tyre of which the principle parts are the casing, the cord, the bead and the tread which consists of elastomers, carbon black and silica, metal and fabric.
Whole tyre applications	Use of whole tyres without physical or chemical transformation to create such projects as artificial reefs, sound barriers, temporary roads, stabilisation, etc.
Young’s Modulus	The ratio of stress to strain, also called modulus of elasticity.

Abbreviations

AAS	Atomic Absorption Spectrometry
AONB	Area of Outstanding Natural Beauty
BAP	Biodiversity Action Plan
BCA	Benefit Cost Analysis
BMAPA	British Marine Aggregate Producers Association
BPEO	Best Practicable Environmental Option
BRE	Building Research Establishment
BS	British Standard
BSI	British Standard Institute
BVSF	British Vehicle Salvage Federation
CADW	Welsh Historic Monuments
CCW	Countryside Council for Wales
CEN	European Standards Committee
CEFAS	Centre for Environment, Fisheries and Aquaculture Science
CIRIA	Construction Industry Research and Information Association
COMAH	Control of Major Accidents and Hazards (Regulations)
COPA	Control of Pollution Act
COTC	Certificate of Technical Competence (WAMITAB)
CROW	Countryside and Rights of Way Act
CWA	CEN Workshop Agreement
Defra	Department for Environment, Food and Rural Affairs
DoE	Department of the Environment
DETR	Department of the Environment Transport and the Regions
DTI	Department of Trade and Industry
DWT	Dead weight tonnage
D ₅₀	Particle size for which 50% of the material is finer
EA	Environment Agency
EC	European Community
EDTA	Ethylenediaminetetraacetate
EMS	Environmental Management System
EN	English Nature
EPA	Environmental Protection Act
EQS	Environmental Quality Standard
EU	European Union
FEPA	Food and Environmental Protection Act
FRS	Fire Research Station
GTR	Ground Tyre Rubber
HMSO	Her Majesty's Stationary Office
HSE	Health and Safety Executive
Hs	Significant Wave Height
ISO	International Organisation for Standardisation
Loa	Length overall
MCA	Multi Criteria Analysis
MVDA	Motor Vehicle Dismantlers Association
NMED	New Mexico Environment Department
NTDA	National Tyre Distributors Association
NTFSL	National Tidal Facility for Sea Level
ODPM	Office of the Deputy Prime Minister
PAH	Polynuclear aromatic Hydrocarbon
PCDL	Pevensey Coastal Defence Limited
PFA	Pulverised fuel ash

Abbreviations continued

PG	Planning Guidance
PPG	Pollution Prevention Guidance
pH	Acidity/alkalinity
ppt	Parts per thousand
PVC	Polyvinyl chloride
REAS	Rubberised Emulsion Aggregate Slurry
RTT	Reykjavik Truck Tire (fender system)
SAC	Special Area of Conservation
SBR	Styrene-butadiene copolymer
SEPA	Scottish Environmental Protection Agency
SHW	Specification for Highway Works
SNH	Scottish Natural Heritage
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
TRL	Transport Research Laboratory
UK	United Kingdom
USA	United States of America
U.S. EPA	United States Environmental Protection Agency
UTWG	Used Tyre Working Group
UV	Ultra Violet (light)
VOC	Volatile Organic Compound
WAMITAB	Waste Management Industry Training and Advisory Board
WFD	Water Framework Directive
WML	Waste Management Licence
WRAP	Waste and Resources Action Programme

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1. *Background and use of the manual*

1.1 BACKGROUND

The use of whole tyres in port, coastal and river structures has occurred for many years now. There are numerous case studies from around the world, including Australia, the United States and Israel illustrating a wide range of uses and designs such as boat and quayside fenders, floating breakwaters, revetment work and as artificial reefs. As well as developments using whole tyres, technology now exists to produce tyre bales (typically containing approximately 100 tyres with dimensions of 1.5m x 1.25m x 0.75m and weighing around a tonne). These blocks can be built into sea defences and bank protection, potentially opening up new structural applications, although until now relatively little was known about the engineering properties of these tyre bales. This manual presents useful information for many interesting applications of tyres in various forms, derived from the results of laboratory, prototype and scale model tests, and experiences from field trials and case studies.

1.1.1 *Construction materials and waste*

Construction is the largest consumer of natural resources in the UK. More than 90 percent of the non-energy minerals that are extracted in the UK supply the construction industry. This represents, on average, nearly 300 million tonnes a year (mt/a) of primary materials (Smith, Kersey and Griffiths, 2002), the majority of which (some 214 mt/a) is in the form of aggregates. By 2012 this could mean that an extra 20 mt of aggregates will be needed annually if demand rises by only 1 percent per annum. There is increasing concern about the environmental consequences and the long-term sustainability of utilising aggregate resources on this scale.

The introduction of the Aggregates Levy in April 2002 by the UK Government is an environmental tax on the commercial exploitation of aggregates. Currently, at £1.60 per tonne, the main objectives are to reduce the demand for primary aggregates and encourage the use of alternatives.

In addition to being a major consumer of natural resources, the construction industry is also one of the largest generators of waste in the UK, producing approximately 150 million tonnes of waste per year (Smith, Kersey and Griffiths, 2002). The limited amount of remaining landfill space for disposal together with the implementation of the EU Landfill Directive, prompted the UK Government to introduce the Landfill Tax and a waste strategy in an attempt to secure behavioural changes and meet new waste targets. It is this tax, rather than the aggregates levy, which has largely encouraged the use of alternative materials in construction.

1.1.2 *Post consumer tyre waste*

With the implementation of the Landfill Directive and the End of Life Vehicle Directive the Tyre Industry faces the challenge of dealing with post-consumer tyres economically and in a sustainable manner. The risk is that with the implementation of the Landfill Directive lack of provision of sufficient reprocessing capacity will cause the rapid increase of illegal dumping and stockpiling of post-consumer tyres.

In 1998, 41% of the post-consumer tyre arisings were not reprocessed but disposed of in landfill, stockpiled or illegally dumped. The high cost of responsible disposal of post-

consumer tyres is contributing towards the growth of unregulated tyre disposal (Hird et al, 2002).

Concentrating on solutions for post-consumer tyres is vital now because of the immediate challenge of the Landfill Directive which banned the disposal of whole tyres to landfill in July 2003 and will also prohibit shredded tyres by July 2006 (though some landfill sites will not have to comply until July 2007). The EU Directive on End of Life Vehicles also specifies targets for increasing reuse and recovery within this waste stream.

During the implementation of the Landfill Directive it is likely that post-consumer tyre arisings will exceed national capacity by 127 - 140kt per annum. By 2006 this amounts to over 500kt of post-consumer tyres (Hird et.al, 2002).

While the UK has had a good record for the recovery of materials and energy from post-consumer tyres, the level of recovery declined from over 70% in 1999 to 63% in 2000. Existing recovery systems have not been adequately supported and new facilities have not been developed swiftly enough.

There are several established markets which will have to absorb those tyres that would have gone to landfill before the new legislation was introduced. If arisings of used tyres do not fall then these markets will either have to expand their consumption or new markets will have to be developed. Table 1.1 gives an indication of the variety of existing applications within the markets in the built environment to which whole tyres or derivatives can be put.

Table 1.1 Representative civil engineering applications of tyres (Shulman, V., ETRA)

Civil engineering (road/non road)	Roads and infrastructure	Sport and safety surfaces
Artificial reefs	Asphalt additives	Equestrian tracks
Bridge abutments	Asphalt rubber	Hockey/soccer pitches
Concrete construction additives	Coatings	Indoor safety flooring
Construction bales	Expansion joints	Playground surfaces
Culvert drainage beds	Road furniture	
Embankments	Sealants	
Insulation	Surfacing	
Landfill drainage layer	Trains and tram rail beds	
Landfill engineering	Wearing course	
Slope stabilisation		
Temporary roads		
Thermal insulation		
Collision barriers		
Light weight fill		
Noise barriers		

1.1.3 Use of tyres in coastal and river engineering

Each year in the UK, Coastal and river engineering schemes consume about 1 million tonnes of armour-stone and about 2 million tonnes of largely sea-won aggregates, worth well in excess of £100 million. This consists almost entirely of primary materials such as marine dredged sand and gravel for beach recharge schemes and high quality rock predominantly from coastal quarries.

With increased occurrence of severe river flooding and the predicted acceleration of sea level rise it is expected that the increase in the demand for materials will be proportionately greater in this sector of civil engineering than for general construction. It is therefore important that coastal and river engineers address their resource usage and reduce this consumption wherever possible.

In the form of tyre bales it may be possible to utilise around an estimated 2 million tyres per annum over the next 5-10 years in port, coastal and river engineering schemes - around a fifth of the total diversion from landfill required.

Although there is continuing demand for large quantities of primary aggregates, the costs are rising due to measures such as the aggregate tax, and, ultimately, the supply of economically accessible primary aggregate is limited. This is increasingly encouraging the consideration of alternative and secondary materials such as used tyres.

Many applications in civil engineering require easily accessible, environmentally sound, inexpensive, lightweight materials that are readily available in large quantities. This is especially true of particular coastal and river schemes, for instance beach replenishment and flood embankment construction. Many materials however, generally only meet three of these four requirements at any one time. Post-consumer tyres can meet all of them concurrently.

1.1.4 *This manual*

The objective of this project was to explore methods for the reuse of used tyres in port, coastal and river engineering without adverse affect on the environment. The approach was to draw together existing knowledge, experience and research and to carry out pilot implementations which would demonstrate good design and practice and guide future applications.

As awareness of the exceptional properties of tyres has increased among coastal and river designers and engineers, new ways have been sought in which to utilise them in place of more expensive and traditional options. However, detailed and comprehensive technical information is required on the engineering, environmental and regulatory aspects of used tyre reuse if efficient design and controlled implementation is to be achieved.

This manual seeks to provide this information based upon the experiences and scientific knowledge gained not only from past designs and studies but also from hydrodynamic model testing and full scale pilot projects designed to address some of the questions and issues about post-consumer tyre use. This research also built on the recent work undertaken by HR Wallingford on the sustainable use of new and recycled materials in coastal and fluvial engineering (Masters, 2001) and Viridis which examined the use of tyres across a wide range of civil engineering applications (Hird et. al, 2002).

1.2 READERSHIP

This manual has been written primarily for designers and engineers. However it will also be of use to competent and relevant authorities previously unfamiliar in dealing with tyre applications of this nature. Those responsible for considering planning applications, waste management licence applications, construction site consents, health and safety, environmental protection and fire safety will also find valuable information that will help inform decision making processes. There is valuable new information

regarding the environmental impacts of using tyres in the ways suggested based upon scientific monitoring, and also, the findings of specially designed and conducted fire safety tests which have defined safeguards governing application and design criteria.

The manual may also be of interest to a wider readership:

- To *environmental organisations*, because used tyres can cause environmental problems if not disposed of or reused properly, and there is the potential to save energy and resources if used tyres replace primary materials in products or construction.
- To *regulators and policy makers*, to assist them in implementing forthcoming legislation, and meet targets for the recovery and use of used tyres. Regulators and policy makers are relying somewhat on the existence of healthy markets for used tyres.
- To *tyre collectors, re-processors and re-users*, who have a commercial interest in supply, demand, the products derived from used tyres, and their commercial use.
- To *end-users of waste tyres and derived products*, who require reliable information on acceptable/potential utility and tyre reuse solutions.
- To *significant clients, customers and suppliers of end-users and their representatives*, who can affect, or be affected by, the market for used tyres and tyre derived products.

One of the reasons why the development of the reuse of tyres in engineering has been hampered in the last few years in the UK is the regulatory system. Post consumer tyres are deemed ‘waste’ until they are incorporated into a new ‘structure’. Thus any construction, treatment or storage site requires a waste management licence to handle scrap tyres in any form or configuration, even when baled. As schemes are often small in scale, the additional time and costs involved can be prohibitive when compared to primary aggregate as an alternative. This manual aims to aid the process of project management utilising tyres by ‘de-mystifying’ this process and by providing prior case example experience and illustration.

1.3 STRUCTURE OF MANUAL

This manual is structured (see Figure 1.1) in what is considered to be a logical layout for specific types of information and guidance likely to be required during the planning, design, construction and maintenance of coastal, port and river structures utilising post-consumer tyres.

Chapter two details general information useful and likely to be required by those responsible for the initial design and planning of any project considering tyre utilisation of this nature including comparisons with traditional materials, required licensing, sourcing, social factors, and environmental and economic costs and benefits.

Chapter three provides some relevant general technical data on tyre materials and products that may be useful to the civil engineer such as density, weight and other physical properties as well as known limitations on use.

Chapter four provides information for the planning and implementation of tyre bale solutions including design issues, production, typical properties and characteristics, and performance trials. Physical parameters of performance of tyre bales, such as hydraulic loads and responses are reported - gathered from full scale and modelled testing. Finally issues of production handling and storage are considered.

Chapter five illustrates and describes the design and construction of specific structure types and uses of tyres, tyre bales and tyre chips in coastal and river engineering, both historical and contemporary. Some suggestions for future innovation in design are also made.

Chapter six identifies the processes and characteristics that should be monitored and assessed at regular intervals to ensure performance and reduce any risk factors.

Chapter seven follows with a detailed look at the environmental issues and recent research conducted on the impact of using tyres and rubber-based tyre derivatives in civil engineering including comprehensive coverage of topics for Environmental Impact and Risk Assessment. This chapter is somewhat out of sequence, given the flow chart in Figure 1.1, but has been placed here because it draws on much of the information provided in earlier chapters.

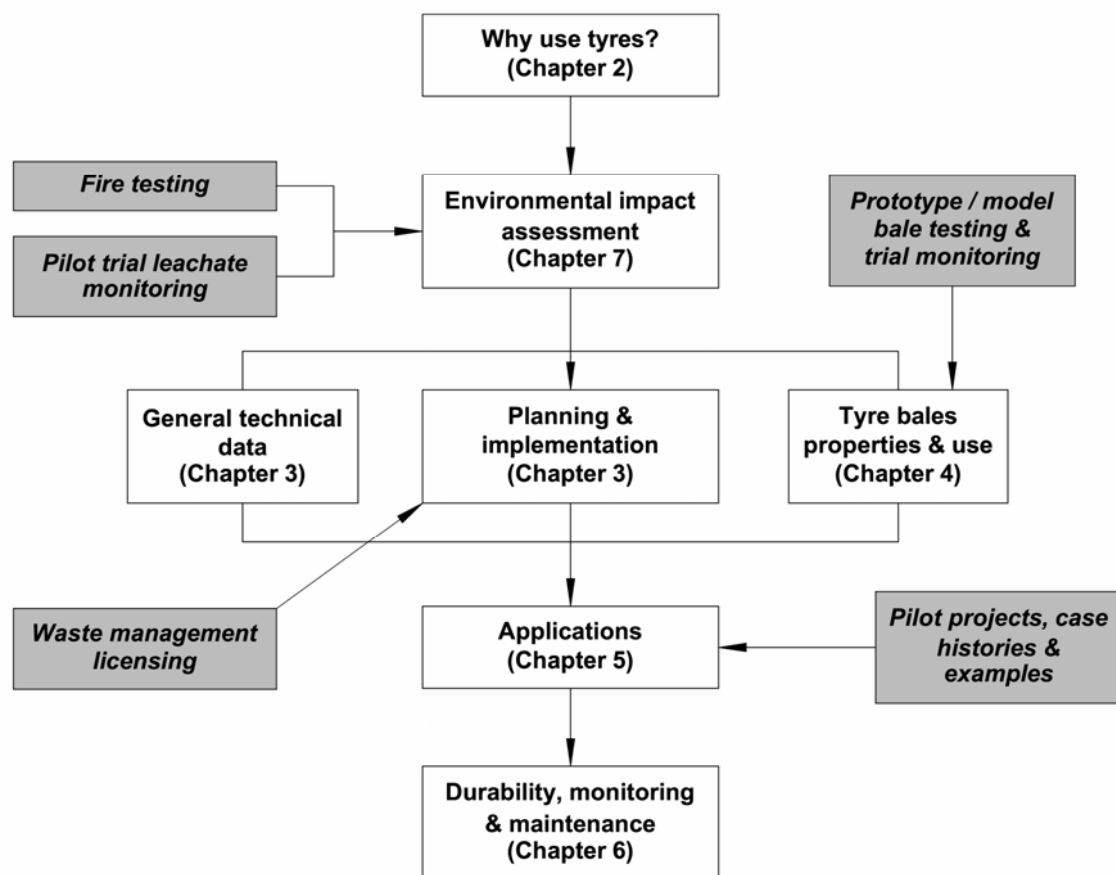


Figure 1.1 Flowchart illustrating the concept of the manual

The appendices provide the detailed background information relating to important aspects of the main report including accounts of the scale model, prototype and laboratory testing - establishing new knowledge on properties and performance, and summaries of the of pilot projects - providing information on the planning, design, construction and monitoring of the structures.

2. *Why use tyres?*

The benefits of using ‘waste’ tyres in port, coastal and river engineering are three-fold:

- a) they can offer distinct engineering benefits over traditional aggregates
- b) they can be used as an alternative to primary materials thereby reducing an environmental burden on extraction
- c) their use can help to reduce burden of waste disposal (including illegal stockpiling and disposal, such as fly-tipping, with their associated risks) and the impacts on the environment associated with some other uses of tyres.

2.1 COMPARISONS WITH TRADITIONAL MATERIALS

Tyres have the potential to compete equally with traditional materials on technical grounds and can be the preferred option in some circumstances.

Tyres are a useful alternative to traditional aggregate materials for a number of port, coastal and river engineering applications. Tyres may be suitable where:

- they are relatively abundant and easily available
- a lightweight material is required to reduce the density of fill materials, or reduce the load on the original ground surface
- a flexible and durable material is required for long term performance
- there is a need for a free draining alternative to gravel in drainage applications
- the material to be used requires a high resistance to chemical activity
- there is a need for a large surface area such as in artificial reefs for marine organism growth and habitat creation
- there is a need to develop a stable structure (e.g. bales stacked as building blocks)
- they act as an aggregate replacement (e.g. in asphalt or hydraulically bound materials)
- a low cost bulk fill material is required.

As explained in Section 2.4, tyres are already abundant and easily available in many locations around the UK and, as the EU bans on disposal options take effect, accessibility is likely to increase.

The physical and chemical properties of tyres or their derivatives determine whether or not they will be suitable for a particular application. These characteristics also permit determination of the most appropriate category of used tyre or derivative for each proposed application

The average weight of a used tyre in the EU is $\pm 6.5 - 7.0$ kg per unit, equivalent to 153.8 per tonne. 80 – 100 whole passenger car tyres constitute 1 cubic metre of shredded, compacted and compressed material which is equivalent to 0.5g/cm^3 or 500kg/m^3 (Hylands and Shulman, 2004).

Table 2.1 below outlines the weight comparisons with traditional materials illustrating the advantage of the tyre bale where low density and/or low ground load performance specifications need to be met.

Table 2.1 Comparison of tyre bales and traditional materials by weight (Shulman, V., ETRA)

Material	Kg/m ³
Tyre Bale	544
Tyre Chips	640
Tyre Shred	450
Portland Cement (set)	2,931
Wet sand and gravel	1,890-2,506
Dry packed sand and gravel	1,601-1,922
Dry clay and gravel	1,601
Dry packed earth	1,521
Seawater	1,025
Water	1,000
Excavations in water:	961
Sand or gravel	1,041
Sand or gravel in clay	1,281
Clay	1,441
River mud	1,121
Soil	1,041
Stone riprap	

The CEN Workshop Agreement (2002) provides the following comparative table of performance properties for tyre shreds and chips.

Table 2.2 Engineering performance of tyre shred and chips

Properties	Measure
Compacted density	2.3 – 4.8kN/m ³ compared to soil at 15.6 – 19.5kN/m ³
Compacted dry unit weight	1/3 that of soil
Compressibility	3 times more compressible than soil
Density	1/3 to 1/2 less dense than granular fill
Durability	Non-biodegradable
Earth pressure	Low compared to soil or sand, up to 50% less
Friction characteristics	Higher compared to soil
Horizontal stress	On weak base: lower than with conventional backfill
Modulus in elastic range	1/10 of sand
Permeability	Greater than 10cm/s
Poisson's ratio	0.2 – 0.3 corresponding to K ₀ values of 0.3 - 0.4
Specific gravity	± 1.14 – 1.27 compared to soil at 2.20 – 2.80
Thermal insulation	8 times more effective than gravel
Unit weight	Half the typical unit weight of gravel
Vertical stress	On weak base : smaller than granular backfill

2.2 ENVIRONMENTAL BENEFITS

Our dependence on tyres has an impact on the environment. Making tyres uses up non-renewable resources (see section 2.4.3). They impact on the environment during their production, use and disposal. With reducing opportunities for disposal there is a growing problem with recovering resources once tyres reach the end of their life. Tyres in use on vehicles contribute to pollution via road run-off. Inappropriate disposal can lead to tyre fires causing pollution of air and water and contamination to land and

vegetation. Illegally dumped tyres are aesthetically displeasing and a fire risk. Table 2.3 summarises these impacts and the mitigation measures required to reduce them.

Table 2.3 Environmental implications of the tyre industry (Hird *et al.*, 2002)

Material	Impact	Action to avoid/reduce impact
Resource use during manufacture, use and reprocessing and disposal	Depletion of oil reserves Depletion of iron ore Depletion of zinc oxide	Increase recycled content of tyres Extend life of tyres Increase energy efficiency of processing
Atmospheric emissions during manufacture	Quality of atmosphere Human health (respiratory problems)	Remove potential pollutants from manufacturing process Increase energy efficiency Improve technology to reduce emissions Improve fuel quality or use low emission alternatives
Tyre abrasion during use	Quality of water courses Quality of atmosphere	Reduce abrasion rate of tyres (extend life of tyres) Maintain tyre pressures
Stockpiles of post-consumer tyres after use	Fire risk Quality of atmosphere Quality of water courses Quality of soil and vegetation Human Health Unsightly	Increase reprocessing capacity for post consumer tyres Encourage development of recycled products and markets Greater enforcement of regulations regarding illegal dumping

One of the largest problems to arise from the automobile industry, both in terms of disposal and environmental impact, is that of waste tyres. Table 2.4 indicates the scale of the equivalent problem for the European Union and which has led to the ban on disposal to landfill. The US Environmental Protection Agency (1991) estimated that in the US approximately 270 million scrap tyres per annum are discarded, adding to stockpiles totalling 2-3 billion tyres around the country.

Table 2.4 Tyre arisings and use of recovery options for various EU countries in 1998 (Hallet 2001)

	Tyre Arisings (Tonnes)	Overall recovery Rate (%)	Resuse (%)	Retreading (%)	Materials Recycling (%)	Energy Recovery (%)	Export (%)
Belgium	45,000	94		22	11	33	28
Finland	30,000	80		6	60	2.5	11.5
France	370,000	39		20	9	7	3
Germany	596,000	92	2	24	15	45	16
Italy	333,000	60		25	9	33	3
Netherlands	45,000	100	16	29	8	47	
Spain	241,000	19		13.5	0.5	3.5	1.5
Sweden	58,000	98	19	8.5	6.5	54	10
UK	468,000	70	16	18.5	10.5	18	7.5

The physical size and structural composition of whole tyres makes alternative utilisation difficult. As a result huge stockpiles in massive land dumps have become established. The existence of these stockpiles has highlighted the potential hazards that whole tyres pose to the environment if not mitigated. Not all of these stockpiles are legal and illegal dumping of tyres is widespread.

The dumping of tyres, be it in rivers and estuaries, on the coastline, in towns or the countryside is aesthetically displeasing. This can occur on a massive scale such as in the Hampole Quarry in Yorkshire where it is estimated around 1.5 million tyres were dumped illegally between the late 1970s and the early 1990s. The major environmental risk to this site, like many scrap tyre repositories, is fire. In addition to atmospheric pollution from acrid smoke produced by tyre fires other mobile polluting contaminants such as zinc and phenol are released by combustion. In this particular case this is important as the Quarry is in magnesian limestone which is a major aquifer. Designation under the Control of Major Accident Hazards Regulations 1999 (COMAH) has been given to prevent pollution of this aquifer.

The use of scrap tyres in coastal and river engineering structures replaces the use of primary aggregates, reduces the environmental burdens of producing new tyres, and can, where responsibly managed, provide sustainable recovery capacity for used tyres.

2.3 WASTE MANAGEMENT LEGISLATION

Interest in new applications for used tyres, has been driven by changes arising from the European Waste Directives. The general disposal of whole tyres to landfill sites was banned from July 2003 and tyre shred is similarly to be banned from 2006. Hence options for the use of tyres which involve “recovery” i.e. conversion to a new product or use, rather than disposal have become very attractive. At the same time, however, regulatory agencies are becoming more cautious about the potential environmental impact of waste materials like tyres, particularly in regard to:

- the risk of chemicals leaching from such materials at concentrations that would be harmful to the environment
- the possibility of “sham” recovery i.e. recovery that is in fact waste disposal
- the risk of materials that have not been properly recovered re-entering the waste stream.

The Environment Agency confirms that used tyres are ‘waste’. The regulations and controls governing storage, movement, use and disposal of different types of waste material feature strongly in any consideration of potential utilisation.

The current legal status of the definition of waste as it applies to tyres has been reviewed by The Environment Council. Their report (2003) reflects the definition as currently applied by the Environment Agency.

The Agency is working with industry with the aim of ensuring that beneficial recovery processes are not over-burdened with regulation. In connection with this there is a working group currently investigating the development of proposals for exemptions from waste management licensing for recovery activities with the aim of ensuring that the regulatory requirements are proportionate to the risk posed by the activity. However, this is likely to take some time and would involve amending existing regulations by making an effective case to Defra.

The European definition of waste is provided by Article 1 of the EC Framework Directive on waste (75/442/EEC as amended by 91/156/EEC). Waste is defined as any substance or object which the holder discards or intends to or is required to discard.

This definition has been transposed into UK legislation by Regulation 1(3) of the Waste Management Licensing Regulations 1994 (the regulations) as: “any substance or object in the categories set out in Part II of Schedule 4 which the producer or the person in

possession of it discards or intends to discard.” Schedule 4 - Pt II of the regulations list those material types that are classed as waste. Category 16 of Pt II, Schedule 4 of the Regulation however, states that “*any materials, substances or products which are not mentioned in the [other] categories can be waste when discarded*” – therefore anything can be ‘waste’.

Government guidance was given on this in DOE Circular 11/94 but this no longer reflects the definition of waste as developed by case law and that part of the circular can no longer be relied upon.

Recent case law from the European Court of Justice (Arco Chemie and subsequent cases ¹) and the domestic courts²) has established three core principles that must be followed when deciding if something is waste:

- The scope of the term “waste” turns on the meaning of the term “discard”.
- Whether a substance or object has been discarded and is in fact waste, within the meaning of the Waste Framework Directive, must be determined in the light of all the circumstances, having regard to the aim of the Waste Framework Directive and the need to ensure that its effectiveness is not undermined.
- The concept of waste cannot be interpreted restrictively.

The European Court has determined that material will be ‘discarded’ even if it is subjected to a disposal or recovery operation. Under European Case law it is clear that even if a contract is in place for the sale and subsequent reuse of arisings, then it may still be classified as Directive Waste if the holders intention is to discard (Stubbs, 1998).

The Environmental Protection Act (EPA) 90 Pt II and the Waste Management Regulations 1994 stipulate that a waste management license (WML) is required by anyone who deposits, recovers or disposes of household, commercial or industrial waste (called ‘controlled wastes’). The Environment Agency (EA) in England and Wales and the Scottish Environmental Protection Agency (SEPA) in Scotland are the relevant authorities with duties under the regulations to administer the waste management licensing system (See Box 2.1).

A particularly important regulatory policy decision for materials such as tyres is identifying the point at which they have been processed to such a degree that they can be viewed as having been converted into a finished product. The current position being adopted by the Environment Agency in England, in the light of recent decisions of the European Court, is that processed items such as tyre bales legally remain waste until incorporated into an engineering structure. This view was adopted because “the essential characteristic of a waste recovery operation is that its principal objective is that the waste serves a useful purpose in replacing other materials....”

Thus once something is waste – it will remain waste until it is completely recovered. If waste is dealt with at an intermediate location, such as a civic amenity site or transfer station, it will remain waste from the time it is discarded until completely recovered.

The UK Environment Agency has therefore stated “that tyres processed or not into [items such as] tyre blocks cannot be said to have been fully recovered until they have

¹ Joined cases C-418/97 and C-419/97 ARCO Chemie Netherlands Ltd and others (15 June 2000)
Abfall Services Ag case C-6/00

Palin Granit Oy Case C-9/00

² R-v-Environment Agency ex parte Castle Cement Ltd (Queens Bench Division 22 March 2001)
Attorney-Generals Reference No.5 of 2000 (Court of Appeal)

been put to use and are incorporated into an engineering structure” Because use of rubber and / or tyres is not an exempt activity for the purposes of the UK Waste Management Licensing Regulations 1994, it follows that Waste Management Licensing is required for each and every site at which waste is to be stored or recovered. This includes the construction sites where the bales are to be installed.

Box 2.1 UK legislation relating to waste

The main waste management legislation that applies to ‘Directive’ wastes and therefore applies to used tyres includes:

- The Environmental Protection Act (EPA) 1990, Section 33. – This states that it is an offence to deposit, knowingly cause or permit the disposal of controlled waste on land without a waste management licence.
- The Environmental Protection Act 1990, Section 34. – This imposes a ‘Duty of Care’ on all those who produce, handle or dispose of controlled waste. This duty is to keep waste safely and only transfer it to an ‘authorised’ person, and to provide an appropriate transfer note with it.
- The Environmental Protection (Duty of Care) Regulations 1991 – introduced a mandatory system of signed ‘transfer notes’ and require all those subject to the duty of care to keep records of waste transferred and/or received.
- The Waste Management Licensing Regulations 1994 – set out the procedures for obtaining a waste management licence. (A typical charge for a licence application is £1,500 to dispose of less than 5000 tonnes of inert waste in or on land) There is also an annual subsistence charge covering the cost of supervision and, in order to get a licence the applicant must undergo training.

The key principles that underlie the Government’s waste strategy (DETR 2000) are:

- *The Best Practicable Environmental Option (BPEO)* – the option that provides the most benefits or the least damage to the environment as a whole, at acceptable cost, in the long term as well as in the short term.
- *The Waste Hierarchy* - the conceptual framework/ guide that places the options in order of priority, starting with waste reduction and followed by re-use, recovery (recycling, composting or energy recovery) and then disposal.
- *The Proximity Principle* – the principle that waste should generally be disposed of as near to its place of production as possible (recognising that transportation of wastes can have a significant environmental impact).
- *The Polluter Pays Principle* – the principle that if waste is created, it cannot be passed on or out, but must be treated and paid for by those who create it, adding that existing damage to the environment must be paid for.

The current situation in regard to requirements for Waste Management Licences was clarified by the Environment Agency during the course of the project and as a result the Witham pilot project (see Box 5.2.4) was required to have a Waste Management Licence. Details of the process for obtaining a Waste Management Licence for that project are described in Appendix 8 (section A8.1.3).

It was recognised that the need for Waste Management Licences for construction projects would potentially discourage the use of post-processed tyre-based items such as bales. Two initiatives to overcome this problem are underway at present:

1. Proposed exemptions to Schedule 3 of the Waste management Licensing Regulations

The Waste Tyres dialogue, of which the Exemptions Working Group is part, was initiated by the Environment Agency (EA) in 2001 to develop solutions to waste tyres in England and Wales. The Exemptions working group was established under the auspices of the independent Environment Council to clarify existing or to develop new exemptions, without bias to any sector, to assist used tyre markets to continue to operate without being subject to the full weight of waste management licensing requirements. The research team on this project played an active part in the working group and helped to develop proposals to modify paragraphs in the existing Schedule 3 of The Waste Management Licensing (England and Wales) Regulations. The proposals prepared by the working group (which assumed that the amendments set out in the Defra consultation paper June 2003 were already implemented) included the following amendments to the current exemptions:

- Modification of Paragraph 17 to permit the separate storage at a secure location, for a period not exceeding 12 months, of 3000 bales or 1500 tonnes of tyre chip, granulate or powder.
- Modification of Paragraph 19 to permit the storage and use of whole baled chipped granulated or powdered tyres for defined works of construction, maintenance or improvement on a site so long as:
 - any such material is not stored for more than 3 months
 - the construction works have Planning Permission
 - the waste does not exceed the final cross-section dimensions shown on the submitted plan.
- The manufacture of finished goods from whole tyres, including storage at the place of manufacture of not more than 15,000 tonnes of whole tyres at any time.

Defra have advised that it is likely to be several years before such exemptions can be considered for implementation

2. WRAP protocol for waste tyre products

WRAP are promoting the development of a protocol for the production of certain production processes involving post consumer tyres, including the manufacture of tyre bales, which should allow the outputs of those processes to be defined as fully-recovered product. In order for such a protocol to work, three requirements would need to be satisfied:

- Evidence that the tyre-based product was being manufactured to an agreed standard. (As there is no standard for many of the newer products such as tyre bales, the manufacturing standard will need to be prepared.)
- Evidence that the tyre-based product was being manufactured for a genuine end-market and not purely for 'sham' recovery.
- That the tyre-based product posed no risk to health or the environment.

As at the time of finalising this report, it is unclear if and when such protocol(s) will be available and readers are advised to contact WRAP for the latest information.

2.4 WHERE CAN TYRES BE SOURCED?

It is estimated that the EU produces over 2.5 million tonnes of used tyre material every year of which around 1.5 million tonnes are subsequently processed with the rest disposed to landfill (Kalid and Artamendi, 2004). These figures are likely to change due to recent and new EU incentives to restrict the quantity of used tyres disposed to landfill.

- Prohibition of the landfilling of whole tyres since July 2003 by the EU Landfill Directive.
- Prohibition of the landfilling of shredded tyres by July 2006 by the EU Landfill Directive.
- The reuse, recycling and recovery of vehicle components (including tyres) to be raised to 85% by 2007 by the EU End of Life Vehicle Directive.

Subsequently more tyres are becoming available for reuse, recycling and recovery. The 2003 landfill ban had little noticeable impact on tyre collection and recovery operations. The 2006 part of the Landfill Directive may or may not be more significant, however, it is possible that used tyre arisings in the UK will exceed national capacity by up to 140kt by 2008 (UTWG, 2003). Thus there is increased pressure on government and industry alike to expand existing markets and to find new ones to accommodate the increased flow. However, reprocessing capacity for tyres is not evenly distributed across the UK with some regions having a surplus (Midlands) and others a deficit (Southeast). Currently small reprocessing companies are finding it difficult to establish themselves because of instability in the market and the high costs of investment. The distribution infrastructure and regulation for supply and demand is not well established and what does exist is not well known outside of the tyre disposal industry.

2.4.1 Arisings

Figure 2.1 illustrates a common understanding of the life cycle of a tyre. Figure 2.2 however indicates that the journey from manufacture to disposal is more complicated and shows the many different tyre movements that make it difficult to monitor the number of used tyres arising from different pathways.

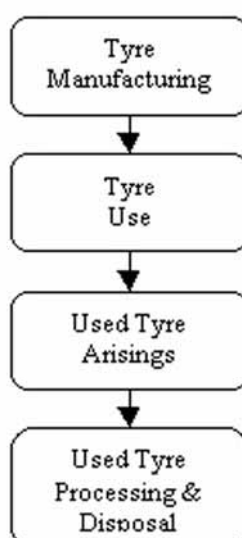


Figure 2.1 Simplified life cycle of a tyre

Considerable variability exists in the types of used tyres from cars, vans, trucks, buses, tractors, aircraft, motorcycles, bicycles and lawn mowers. There are approximately twice as many car tyres (including vans) as truck tyres (including buses and coaches) in terms of tonnage. However, there is no reliable data available to estimate the number of tyres arising from other sources.

When a tyre has come to the end of its design life, it can be replaced at retailers/garages or removed from an 'end of life' vehicle by dismantlers/scrap yards. Used tyres can also be imported for reuse as 'part-worn' retreads. The main legitimate sources of used tyres are shown in Figure 2.3.

In the UK tyres make up approximately 0.4% of the total annual waste arisings in commercial, industrial and municipal waste (DETR 2000).

Figure 2.3 shows that over three-quarters of used tyres are supplied by retailers. The National Tyre Distributors Association (NTDA) represents around 400 companies that in turn represent a larger number of outlets located throughout the UK. There are approximately 250 members of the Motor Vehicle Dismantling Association (MVDA) and the British Vehicle Salvage Federation (BVSF). In addition there are numerous small garages, vehicle breakers and dismantlers that are not allied to these organisations. Consequently, most used tyres arise in small numbers at a large number of locations throughout the UK.

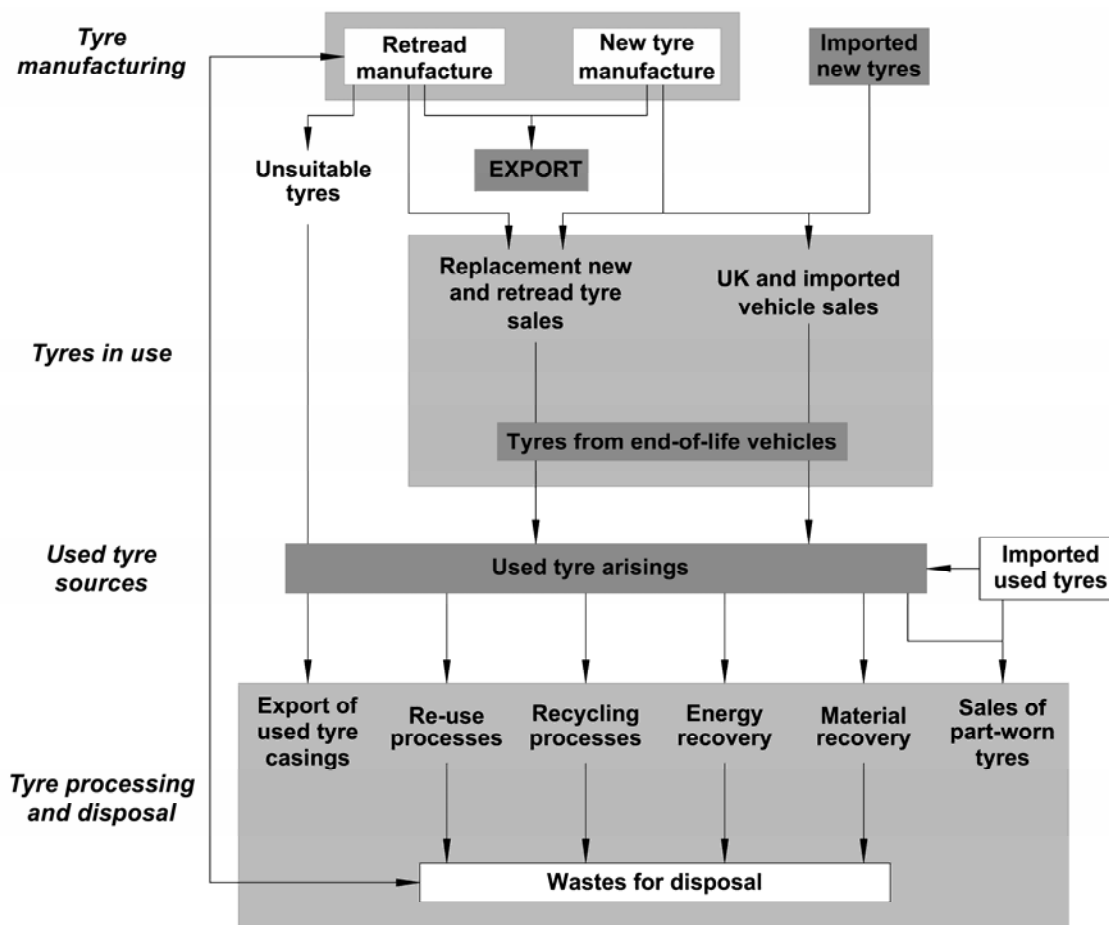


Figure 2.2 Full life cycle of a tyre in the UK (Hird *et al.*, 2002)

The number of used tyres arising in the UK each year is currently estimated. This number is difficult to determine accurately for several reasons:

- The number of tyres sent to landfill is not tracked.
- Some used tyres are illegally dumped or stockpiled.
- The number of tyres reused whole for applications (for example; to hold down silage clamp covers) is unknown.
- The number of commercial vehicles scrapped or dismantled is estimated.
- Of all vehicles scrapped or dismantled, the proportion of tyres removed before shredding is not recorded.
- The number of 'part worn' tyres imported and exported is not monitored.
- There is no formal system to record the number of tyres disposed by tyre collectors. (Only a paper trail of movements under the Duty of Care Requirements.)

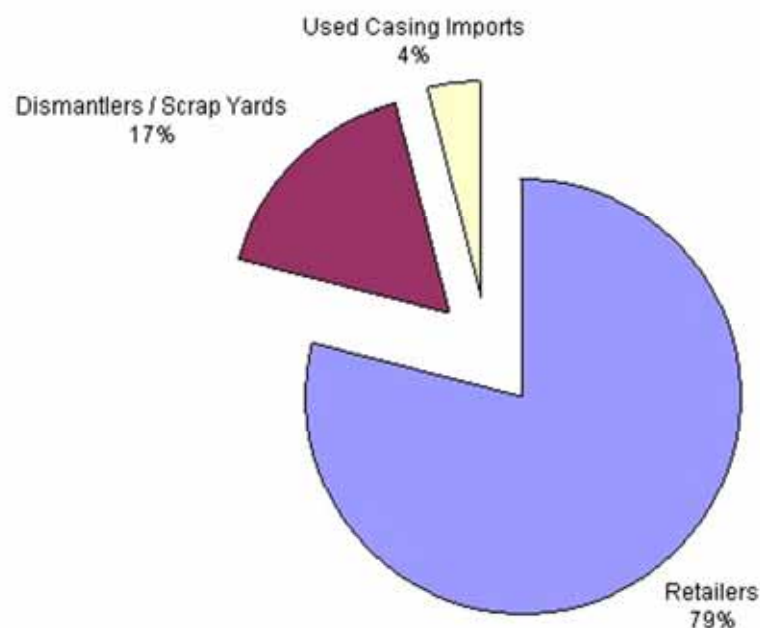


Figure 2.3 Sources of used tyres (Hird, *et al.*, 2002).

In 1995 the Used Tyre Working Group (UTWG) was set up to examine and report the number of used tyres arising annually in the UK. Their annual reports provide information on industry initiatives and track the estimated number of used tyres.

2.4.2 Stockpiles

There are significant stockpiles around the UK consisting of an estimated total of 14 million tyres (Hird *et al.*, 2002) (See Figure 2.4) located in:

- South Wales 81 kt (~ 9 million tyres)
- Yorkshire and the Humber 18 kt (~ 2 million tyres)
- East of England 7 kt (~ 0.8 million tyres)
- An additional six stockpiles in England and Wales hold more than 0.90 kt (~ 100 000 tyres) and widespread observations confirm that significant numbers of used tyres are used to hold down plastic sheeting on silage clamps on cattle farms.

However, tyre reprocessing plants are not well dispersed, and so transport can incur increased cost in terms of bringing the tyres to the site of use from the reprocessing plant. These transport costs need to be considered if tyres are to be used in structures and schemes.

As well as the competing uses outlined in Table 1.1 tyres are also used in cement kilns as a supplementary fuel. This will continue to be a competitive outlet for tyres unless the cement industry identifies an alternative feedstock which is comparatively less expensive.³

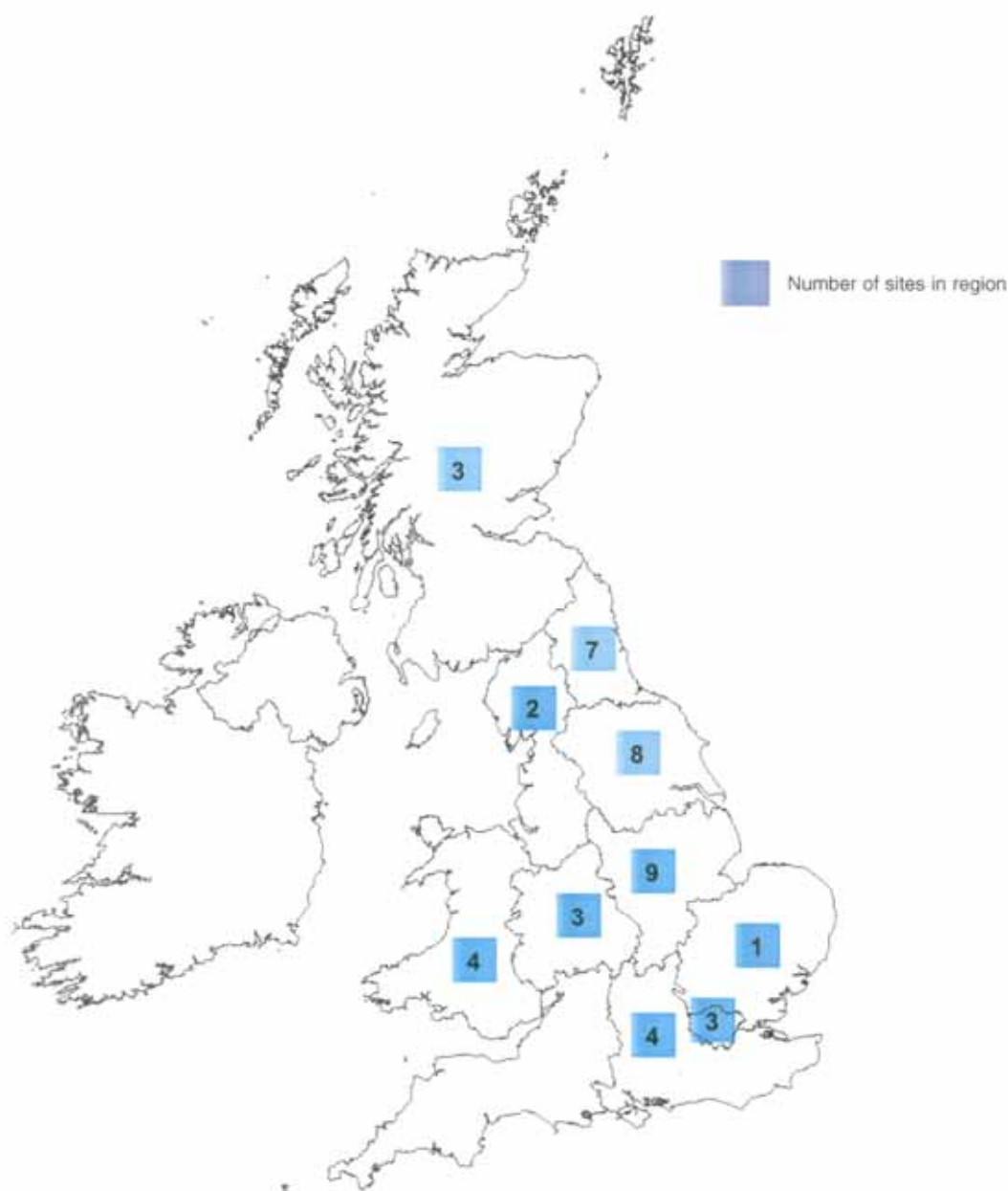


Figure 2.4 UK distribution of known tyre stockpiles (ETSU, 1995)

³ Compliance with lower emission standards proposed in new EU legislation (2000/76/EC) due in 2008, could effectively close 'wet kilns' which treat 20% of tyres used in cement kilns (111,706 tonnes)



Figure 2.5 A typical tyre stockpile

2.4.3 Mass balance

The modern approach to assessing the total environmental resource cost of a product or industry is to calculate the mass balance of natural resources consumed and wastes produced over the lifetime of the product or process under scrutiny.

A mass balance of the tyre industry was established by Hird *et al* (2002) which included resource inputs, and product waste outputs. Wastes were split into solid/liquid waste and gaseous waste or ‘emissions’. These were combined to create a total mass balance of the tyre industry from which the major resource flows could be identified. These are summarised in Figure 2.6.

The key points from the resource flows were summarised in their report as follows:

- 82% (391kT) of UK manufactured tyres are exported. Only 18% are used in the UK. 432kT of tyres are imported to satisfy the market demand.
- The greatest resource use is associated with tyre use, particularly the fuel used to overcome the rolling resistance of tyres. As a result the greatest outputs are emissions (CO₂ and H₂O) resulting from fuel combustion.
- In 1998 the stock of vehicles and thus tyres on the road increased by over 27kT. Other changes in stock included an additional 32kT held at tyre manufacturers/retailers, and an additional 23kT stockpiled at reproducers or disposed of illegally. Consequently, an additional 82kT of resources were retained within the system.
- Tyre wear creates solid waste. The rubber loss during 1998 results from the whole stock of tyres on the road (between 815 and 974 kT), not just those added that year.
- Only a small amount of material (<2%) is recycled within the system, in the form of retreaded tyres.

- A proportion of recycled tyres used whole (for applications such as silage clamps) will return as 'post-consumer tyre arisings' in subsequent years. The number of tyres re-entering the reprocessing/disposal chain in this manner in 1998 was an estimated 5kT.
- A large proportion of the post-consumer tyre arisings (41%) were disposed of in landfill, stockpiled or illegally dumped.
- The UK is a net exporter of post-consumer tyres.

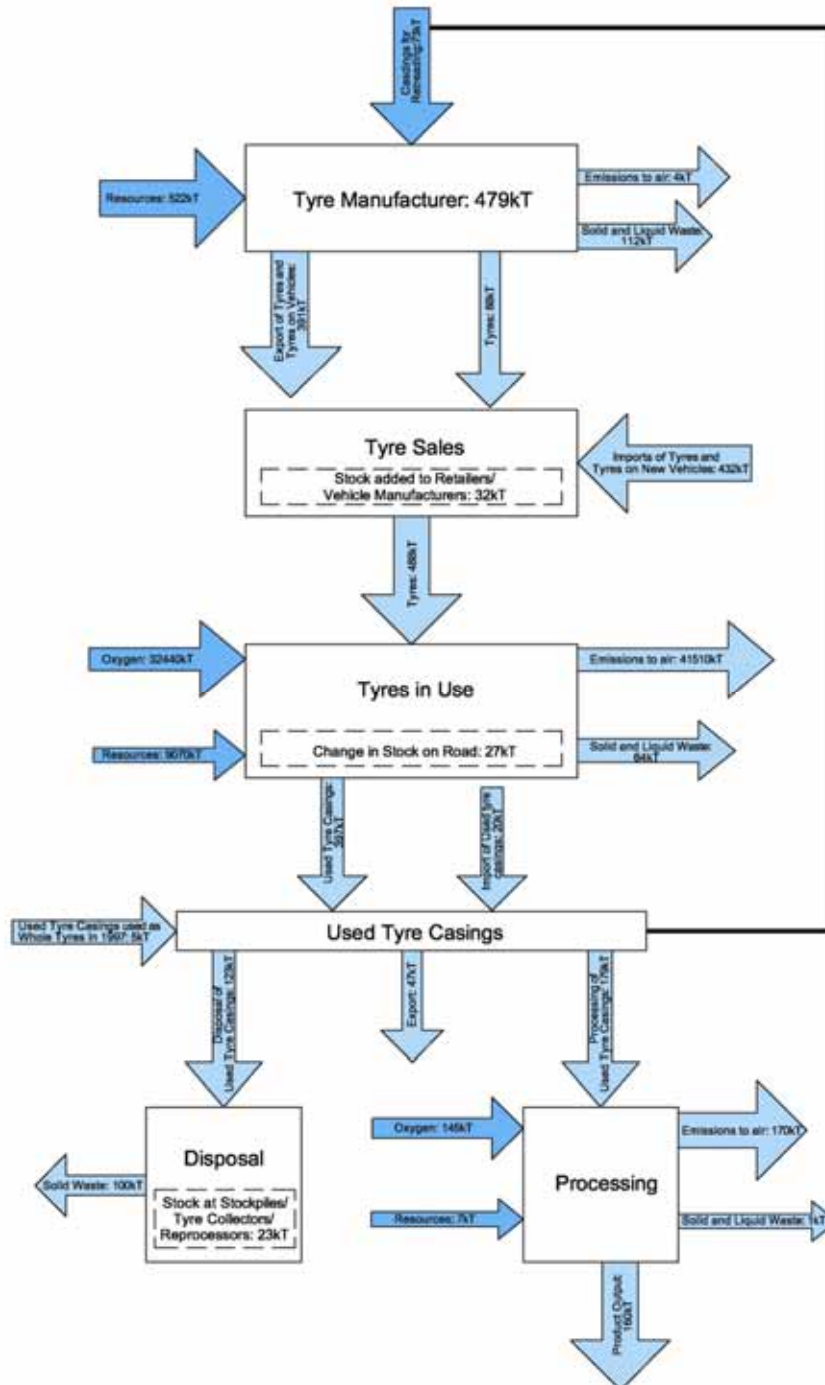


Figure 2.6 Mass balance resource inputs and waste outputs in the tyre industry in the UK. (Viridis, 2002)

It is useful to visualise the discrepancy between resource use and waste outputs produced by UK tyre production and that which would occur if all tyres imported were also produced here. Figure 2.7 represents the imported fraction as ‘UK equivalent tyre manufacture’.

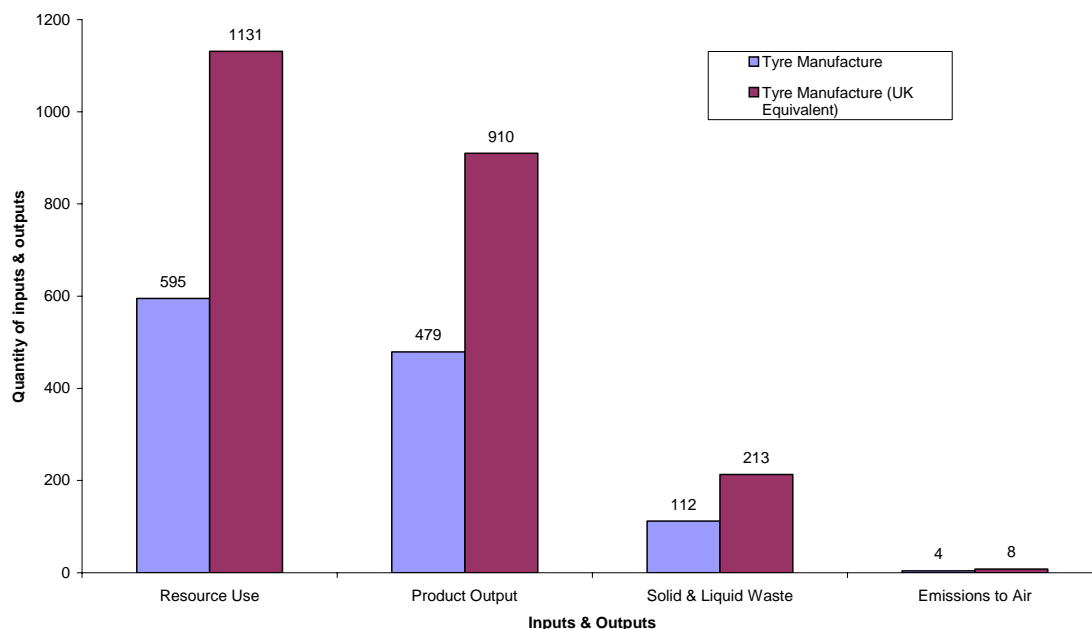


Figure 2.7 Comparison of the mass balance of UK tyre manufacturing and UK equivalent tyre manufacturing (from Hird *et al*, 2002)

This highlights the fact that even though not all the raw materials and energy required to make all the tyres consumed in the UK, come from the UK, and not all the wastes and emissions are released in the UK, it is none-the-less UK tyre use that drives the need. As Figure 2.7 indicates, almost twice the amount of resources and impacts are associated with manufacturing all the tyres required in the UK compared to those actually manufactured in the UK.

Identifying the quantities of materials consumed and produced, although important in terms of resource use and depletion of non-renewable resources, may give a false impression in terms of the environmental impacts of wastes and emissions. It is a combination of the concentration and physical/chemical characteristics that determines its environmental impact. Table 2.3 summarises some of the material flows in the tyre industry that have significant environmental impact, and generic actions that can be taken or are being taken to reduce the impacts. At present the greatest impacts result from the use of non-renewable resources, and emissions resulting from the energy required to overcome rolling resistance.

The principles of the waste hierarchy are that efforts should be focused on minimising, reusing and recycling waste, rather than energy recovery and disposal. While the first priority is to find alternatives to landfill (with energy recovery being an obvious choice), ultimately the danger is that the recycling markets will not be able to develop because of the dominance of energy recovery. A balance is required between energy recovery, reuse/recycling and minimisation if used tyres are to be dealt with in a sustainable way.

Figure 2.8 shows the estimated increase in used tyre arisings compared to past and existing, and planned processing capacity. There is great uncertainty as to whether all the predicted capacity will actually come on line in the future, or whether it will come on line soon enough to be in place by 2006 when the ban on disposal of tyre chips and shreds to landfill comes into force. If none of the new planned infrastructure comes on line by this time then there is likely to be a large shortfall in capacity. Therefore there is a risk that the tyre industry will not be prepared for the full implementation of the landfill directive in 2006 and a large and increasing number will be illegally dumped or stockpiled.

To address both this potential shortfall in capacity and to maintain a balance of processing solutions, there is a need to further develop recycling applications, products and markets such as civil engineering applications for whole tyres and shreds.

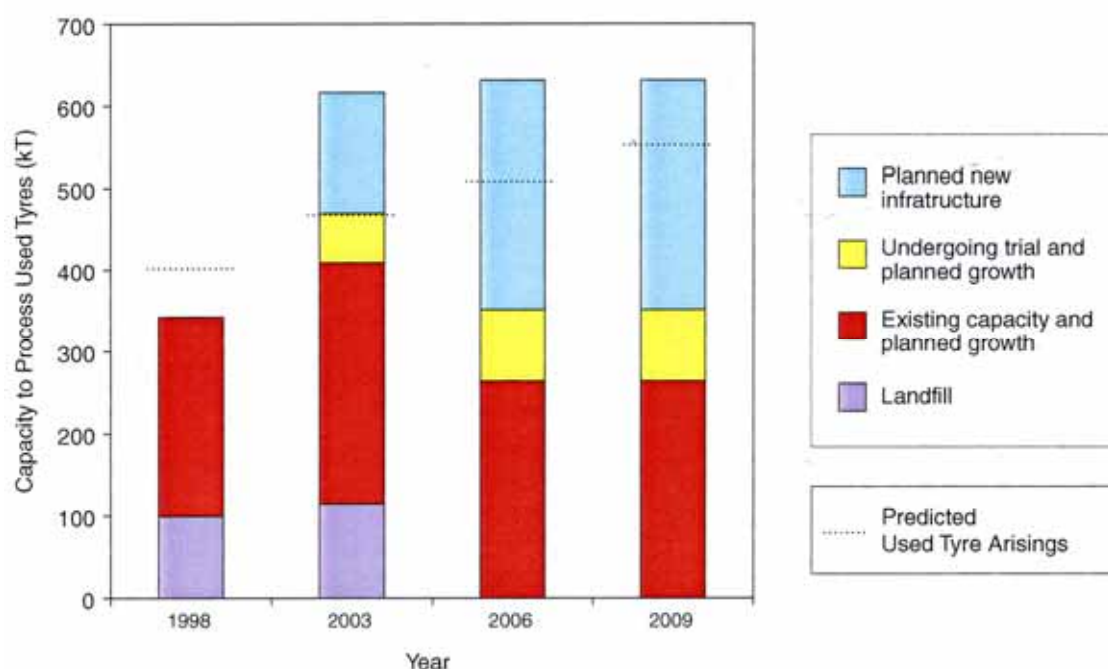


Figure 2.8 Existing and planned processing capacity compared to the estimated increase in tyre arisings (Hird *et al.* 2002)

2.5 ECONOMIC FACTORS

Congruent with the change in use and application of large numbers of used tyres will be a change in monetary market values. Tyres will have to compete favourably with traditional or 'main stream' materials. Applications for tyres are currently concerned with low cost options and the availability of the resource in comparison with other materials of choice. As such, potential applications utilising only limited quantities of tyres will be of lesser interest, but, those requiring large numbers will prove to be economically worthwhile due to improved economies of scale, as will uses where tyres possess inherent properties that other materials do not, for instance as a lightweight fill material.

2.5.1 Used tyre recycling production costs

The typical capital cost for setting up a processing/production facility for tyre bales is greater than €100,000 (Hylands and Shulman, 2004). The costs incurred from post-consumer tyre use are proportional to the degree of treatment, processing and transportation required in producing and delivering the finished article to the construction/scheme site. Obviously there is a balance to be struck between environmental protection, performance and cost of processing. (Costs for tyre shredding are low, but production of tyre crumb is more expensive.)

2.5.2 Cost savings by material substitution

Cost savings can be made by substituting aggregates for tyres. Tyres weigh less than most other options. The cost of transporting the equivalent m³/mile in tyres will thus be less than for other aggregates, however, the distance differential should also be considered carefully to ensure that any additional mileage required to deliver tyres or tyre materials does not negate the advantage.

2.5.3 Cost savings through performance

One of the most powerful drivers for engineers to adopt alternative recycled materials is if they can be shown to offer significant technical advantages. The increasing use of industrial by-products such as pulverised fuel ash since the 1950s either as lightweight fills, lightweight aggregates for low-density concrete and for low bearing capacity ground fills, was entirely driven by their low weight and durability advantages. Tyres can also now offer significant technical advantages and associated cost savings. For example, tyre bales offer the following:

- The lower weight of structures utilising tyre bales may remove the need to pay for deep foundations to be sunk into soft ground.
- The ability of tyre bales to form a steeper profile/slope than, for instance, clay, reduces the volume of material that would otherwise be needed to make embankments and slopes structurally stable (see Box 5.2.4), avoiding additional procurement, extraction and transport costs.

Extended life expectancy and the increased durability of structures using tyres should add cost effectiveness over the long term by offsetting renewal and reducing repair and maintenance costs.

In general there will also be a cost saving to society and the environment by substituting primary materials for tyres. Reuse and recycling (generally) costs the environment less in resources to the benefit of wider society.

2.5.4 Whole life costs

The cost savings potentially afforded by tyres through material substitution and performance (lower construction, maintenance and renewal costs) could over the lifetime of a structure significantly reduce its 'whole-life cost'. The objective of whole-life costing is to minimise long-term expenditure by taking all costs associated with the provision of a structure into account including initial construction and subsequent maintenance, and monitoring and selecting the approach that offers the best value in the longer term.

2.6 SOCIO-ENVIRONMENTAL FACTORS

The consideration of the use of a material such as waste tyres cannot be complete without an investigation of the public perceptions that can and have arisen when such a scheme or structure is proposed.

A common perception of used tyres is that they are dirty, contaminated, polluting, toxic, and should be either chopped up or burnt. Many initially rise an eyebrow in slight surprise if confronted with the ‘new’ idea that used tyres can be usefully and safely put to good use in construction and civil engineering schemes.

2.6.1 *Stakeholder involvement*

It is not always understood that reactions to proposals are often a product (but not always) of the mechanism and nature by which information or knowledge is divulged, i.e. not necessarily solely due to the proposal itself. Adverse reactions are often the result of a failure in information provision. Often this failure is due to insufficient attention being paid to stakeholder engagement early enough in the process.

Unfortunately late involvement does not always mollify the criticism as the divergence of opinions and personal stances have already formed and been made. This makes reconciliation, even in the face of scientific fact and professional confidence, very problematic, and requires a skilled and experienced facilitator/negotiator to resolve.

It should be a priority, especially for anyone considering using used tyres (in any form), to consider carefully involvement by stakeholders. Time and effort spent at an early stage building rapport, trust, a willingness to listen and confidence in communication among stakeholders can save much time, difficulty and anguish later on in the process.

Opinions are often formed in the light of existing knowledge that is incomplete or limited. This is why sometimes, many new ideas and developments are strongly opposed. Opinions can be changed by updating or taking on new knowledge that furthers understanding. To gain consent requires both a willingness to disclose information by those who have it and a willingness to listen and learn by those who don’t. This does not mean that the flow of knowledge should be unidirectional but that all parties involved should be willing and feel empowered enough to do both.

For this process to take place requires time, effort and mature aspects of social interaction to be present. It is also important that this is understood by all concerned. On the whole, better solutions result from the wide interaction, information exchange and learning process that the right approach facilitates.

It is important that local stakeholders especially are allowed a sense of ‘ownership’ over new proposals and developments – that the project is being conducted with their express consent. This is because often their perception is that they have the most to gain or lose from any changes. Constructive participation is more likely to be forthcoming if they are given the opportunity to be involved early in a process which allows consideration, understanding and mitigation of their views and standpoints. This approach helps to ‘legitimise’ the process and encourages ‘buy-in’ to the scheme.

Experience gained from the deliberative inclusion of stakeholders in project pilot schemes indicates that early involvement and proactive participation does work but, equally, even with the best intentions and consultation practices sometimes the presence of ulterior or political motives, not directly relevant to the project, can stir emotions and

propagate divergence of opinion. These factors are always difficult to accommodate within a consultation framework and may require a strong steer to keep stakeholders focused on the pertinent issues.

2.6.2 *Socio-environmental costs and benefits*

Economic analysis is primarily concerned with the well-being of people, through the allocation and consumption of the factors of economic production. Economics interacts with the environment because the natural resources, which form one major factor of production, are inherently scarce. The others are labour and capital in the form of technology and know-how. The application of labour and capital should increase the availability of natural resources through extraction and recycling. In addition, a socially valued and habitable environment is also a scarce resource, the allocation, ownership and management of which is a major focus of environmental economics (Adger, 2000).

The socio-environmental costs and benefits are really a composition of all those benefits and costs previously discussed in Section 2.5:

- whole life costs (and mass balance) (new tyres)
- production costs (used tyre processing/recycling)
- primary (natural) material resource savings
- disposal savings
- performance/maintenance savings
- environmental costs and benefits (monetary and unpriced)
- stakeholder participation benefits (social equity).

The legislation and strategies described in Box 2.1 provide checks and balances to these costs and benefits to ensure that they are distributed in a consistent way across society.

The Best Practicable Environmental Option (BPEO) for used tyres is one which provides the most benefits or the least damage to the environment as a whole, at acceptable cost, in the long term as well as in the short term. In other words, the BPEO is the option that performs the best when assessed according to all the socio-environmental cost and benefit criteria listed above.

2.6.3 *Perceptions of risks and liability*

To date the use of secondary and recycled materials in coastal and river engineering has, in general, been insufficiently researched, and existing applications are poorly publicised and documented. This has led to a perception of extra risk in the design and construction of such schemes if such materials are used, although it is difficult to quantify any increase in the risk. This perception is based on the supposition that extra risks could arise from the quality, availability or environmental effects of such materials. Should problems arise, during or after construction of a scheme, as a consequence of choosing to use, for instance, tyres, then the liability of the engineer may be increased. This perception therefore acts as a barrier to use at the design stage, encouraging the engineer to opt for tried and tested materials as a safer approach, bearing in mind the burden of professional indemnity insurance.

Uncertainty about the performance of tyres - i.e. their safety and durability - is the main factor in the perceived increase risk associated with their use in coastal and river engineering to the extent that, as Figure 2.9 shows, it makes a newsworthy story. This report seeks to reduce this uncertainty by providing information on the use of tyre

materials and how they perform in comparison with primary materials, since the risk associated with used tyres is based on perception rather than fact.

The barrier of uncertainty about the use and performance of tyre materials can be reduced in three ways.

1. Specific, detailed facts about the quality, availability and environmental acceptability of tyres such as provided in this report can alter the perception of risks.
2. Convincing demonstrations of the suitability of tyres will come from the proven success of previous schemes similar to the one under consideration by the client. This report describes several pilot projects which will help in this regard.
3. Most river and coastal engineering projects are built with public funding, and reducing the use of primary aggregates is in the best interests of the country. It seems logical, therefore, that the clients and funders of such schemes should show tangible support for the use of tyres. Consideration needs to be given to these public bodies accepting any extra risks arising from the use of such materials, such as setting up project specific insurances. Such action will demonstrate their support for the sustainable use of resources and reducing the concerns of, and risks to, designers and engineers in using them.

In summary, it seems that it is the perception, rather than the reality of extra risks in using tyres, that is a barrier to their use. If funding agencies were to accept part of the risk in schemes using tyres, and set targets for their usage, progress will be made towards greater uptake.



Figure 2.9 News articles on the use of tyres in erosion protection schemes

2.7 SELECTING TYRES AS AN OPTION IN THE DESIGN PROCESS

Consideration of the use of alternative materials such as tyres or tyre derivatives for construction should begin early in the stages of planning and design if the structure or scheme is to be successful.

The design process as shown in Figure 2.10, is a complex, iterative process. The principal stages are described in more detail in Box 2.2.

The design process involves a great deal of consideration by the designer. His/her deliberation requires the careful accounting and balancing of a range of issues. These are commonly summarised as the three 'Es': Engineering, Economics and Environment. These are described further in Box 2.3.

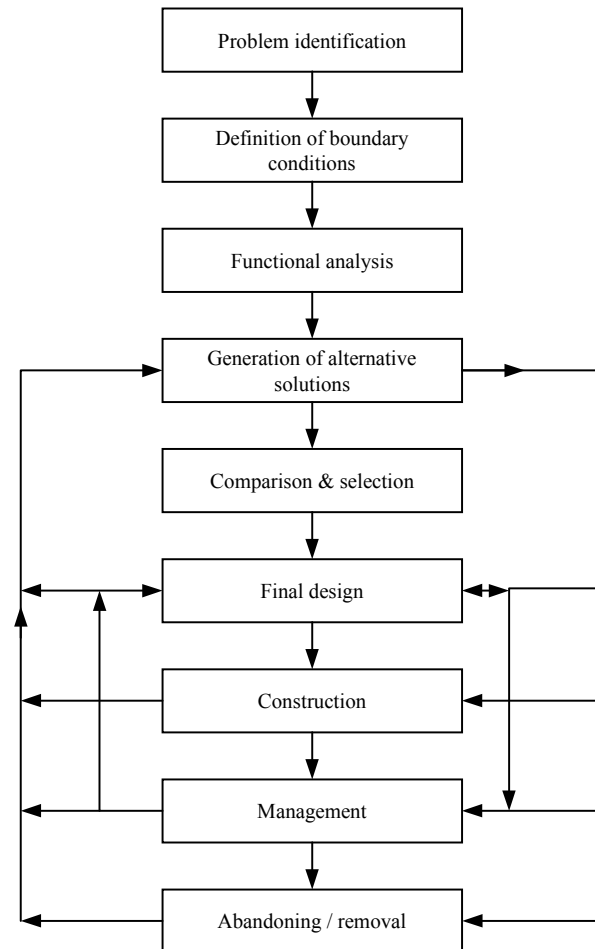


Figure 2.10 The design process (CIRIA, 1991)

Box 2.2 A summary of the principle stages in the design process (CIRIA, 1991)

Problem identification:

- The presence of an existing or future problem is acknowledged and defined.
- The decision to find an appropriate solution is made.
- Boundary conditions that influence the problem and its potential solution are identified.

Functional analysis:

- The functions that the structure has to fulfil in order to remove the stated problem are analysed.

Generation of alternative solutions:

- Generation of alternative design concepts to meet the boundary conditions and functional requirements.
- The following key areas are covered:
 - Environmental considerations
 - Determination of material sources and properties
 - Understanding relevant hydraulic and geotechnical processes
 - Structure specific design methods
 - Construction considerations

**Box 2.2 A summary of the principle stages in the design process (CIRIA, 1991)
(continued)**

maintenance considerations.

Comparison and selection:

- Comparison of alternatives and selecting preferred options using techniques such as multi-criteria analysis (MCA) or benefit-cost analysis (BCA).
- Selection process can include the following:
 - Risk assessment during construction and operation
 - Comparison with political, social and legislative conditions
 - Environmental impact assessment
 - Complexity of operation and maintenance relative to local technological experience and resources.

Final design and detailing:

- Essentially consists of a series of calculation and/or model tests to check and adjust as necessary all details of the structure to produce contract documents and a design report.
- The design report will generally contain the following components:
 - Description of selected structure and selected process
 - Materials to be used, reasons for selection and anticipated method of production and transport to site
 - Description of how the selected structure meets the functional criteria up to defined limit states
 - Probabilities of failure in various hydraulic and geotechnic failure modes, ideally linked by a fault tree
 - Construction methods and equipment envisaged
 - Description of maintenance strategy agreed with future owner
 - Environmental impact statement
 - Cost estimates
 - Economic benefit-cost justification.

Box 2.3 The three ‘Es’

Engineering

The design must be sound technically, be fit for purpose and last for the required lifetime (allowing for any planned replacements).

Economics

The costs of the scheme, both capital and maintenance must be evaluated over the entire projected life of the project (including maintenance renewals and disruption costs). These costs must be affordable and commensurate with the benefits they deliver, whether those benefits are economic (for nationally funded works) or financial (in terms of privately funded work).

Environment

Here it is commonly understood that the scheme must have an acceptable impact on the environment in which it is constructed. Ideally, the impact (as assessed under the requirements of the EU directives and national legislation) will be positive, e.g. aesthetically, socially and biologically. If negative impacts arise they must be more than balanced by positive impacts and mitigated or compensated for as far as is possible.

Historically, the view of environmental issues in coastal and river construction has excluded any consideration as to the sustainability of the construction materials themselves. This view is slowly changing and together with the recent transposition of EU directives, for instance on the disposal of waste materials and landfilling, is putting pressure on authorities and industries to find new ways of utilising materials that previously would have been discarded or not considered as construction materials.

An interest in new applications for post-consumer tyres has been driven by changes arising from the European Waste Directives (See Section 2.3). The general disposal of whole tyres to landfill sites has been banned from July 2003 and tyre shred is similarly to be banned from 2006.

Here we provide a guide as to how a coastal or fluvial designer or engineer may consider the use of tyres or rubber-based tyre derivatives as part of the design process. There are a number of important questions to be asked – the answers to which will help the designer/engineer to determine relatively quickly early on in the process whether or not used tyres are suitable for a particular application.

These include, but are not limited to:

- What is the function of the structure or application?
- What engineering properties are required and do post consumer tyres provide these necessary properties?
- What is the intended life-span of the structure?
- Will the client or the regulator support the use of tyres?
- Are there any conveniently located suppliers close to the site?
- What specific or other design considerations have to be addressed (i.e. groundwater level or geology)?
- Do tyres have a strong economic case for use?
- Have any specific hazards been identified?

These questions should be answered methodically at an early stage in the design process. However, consideration may not be given to the use of tyres until a problem is discovered in an original design which may require the specific properties of tyres (e.g. low density) to solve.

The flow diagram shown in Figure 2.11 provides an overview as to how alternatives to primary materials such as tyres and rubber-based tyre derivatives should be integrated within the design process.

As a result of the many different processing techniques now available there are many forms of post-consumer tyre products for new and existing applications (See Section 3.2). Guidance on the use of many of these can be found in the Viridis report ‘Civil engineering applications of tyres’ by Hylands and Shulman (2003).

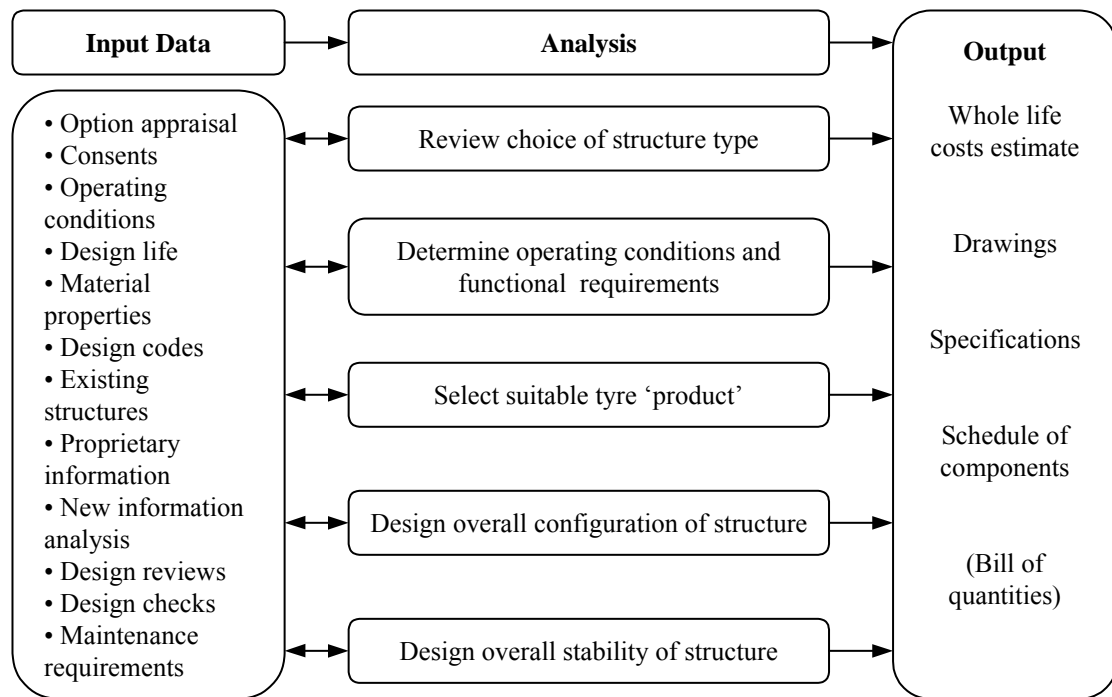


Figure 2.11 Design methodology

3. Introduction to tyre properties, re-processing and re-use

3.1 BASIC PHYSICAL AND CHEMICAL PROPERTIES OF TYRES NEEDED FOR PLANNING AND DESIGNING

Tyres are thought by many to be mostly made of rubber. They are in fact a complex combination of metals, minerals and hydrocarbons. Of the many constituent materials that go into making a tyre, the principle ingredient is indeed rubber. However this may be virgin rubber, synthetic rubber or recycled tyre rubber. Car and van tyres are mostly made of artificial rubber (Styrene and Butadiene polymers) and lorry tyres mostly of natural rubber (Evans 1997). Rubber constitutes approximately 30 percent of a tyre by weight with the remainder made up from other constituents including steel, nylon, polyester, rayon, carbon black, fiberglass, aramid and brass (Sonti *et al*, 2000).

Tyres are designed for specific uses and therefore can be found in a wide range of different size shapes and forms. However there are four main components common to most designs. These are:

1. the tyre 'Tread': the area of the tyre in contact with the ground providing traction
2. the 'Sidewall': which provides the shock absorbing/cushioning capabilities of the tyre and transfers the loads associated with steering, acceleration and braking
3. the 'Bead': made of high tensile steel fibre wrapped in woven rubberised textile which reinforces the interface between the wheel rim and the tyre
4. 'reinforcing cords': twisted fibres or filaments of nylon, rayon, polyester or steel that provide strength and stability.

These and other components are illustrated in Figure 3.1.

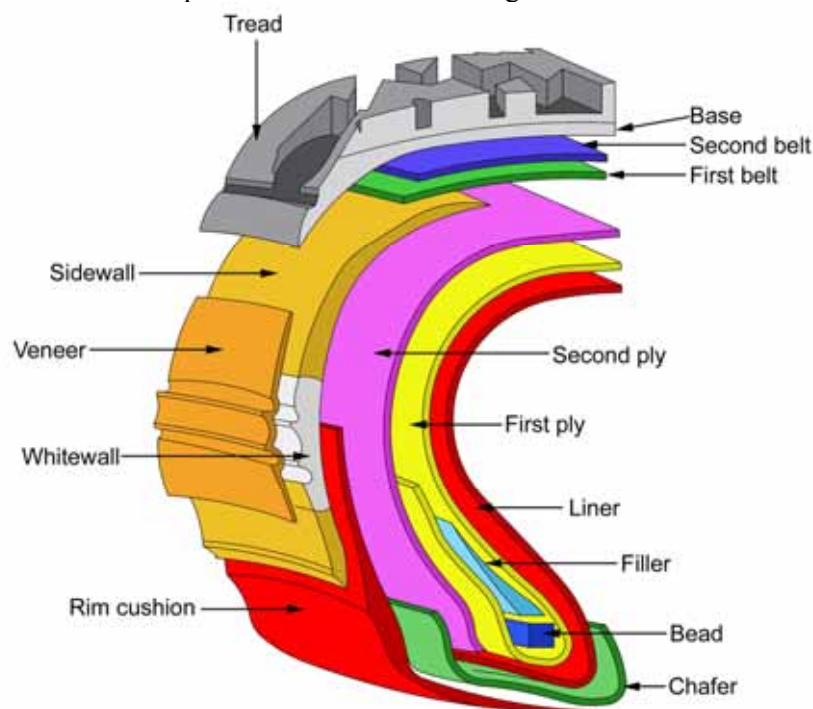


Figure 3.1 Structure of a typical radial car tyre (courtesy Cooper Tire and Rubber Company)

Tyres are made of vulcanised (i.e. cross-linked polymer chains) rubber and various reinforcing materials. The most commonly used tyre rubber is styrene-butadiene copolymer SBR containing about 25% styrene (O'Shaughnessy and Garga 2000).

The four principle ingredients used in the production of tyres are:

- natural and synthetic rubber
- carbon black and silica
- metal and textiles.

The percentage by weight of these and other components in car and truck tyres is shown in Table 3.3)

The remaining minor ingredients mainly consist of additives for facilitating compounding and vulcanisation.

Extenders: petroleum oils, used to control viscosity, reduce internal friction during processing, and improve low temperature flexibility in the vulcanised product, and Vulcanising agents (accelerators, activators and antioxidants): organic compounds (thiurams, dithiocarbamates, sulfenamides, guanidines and thiazoles (Evans 1997)) used as catalysts for the vulcanisation process, and zinc oxide and stearic acid, used to activate the curing system and to preserve cured properties (Amari, Themelis *et al.*, 1999)

Tyre sizes are classified according to the rim diameter. Car and van tyres are typically 35-41cms and lorry tyres 38-46cms in diameter. The sidewall of a tyre provides information such as the manufacturers name, the diameter of the wheel, the width of the tyre, ply composition, materials used and inflation pressure values.

Further information on the performance properties of tyres and comparisons with traditional materials are given in Section 2.1.

3.2 HOW CAN TYRES BE PROCESSED?

There are many processing methods for tyres many of which are now in common use:

- bead removal
- sidewall removal
- cutting
- compression
- shredding
- chipping
- ambient grinding
- cryogenic processing
- rubber reclaim
- reactivation
- surface modification
- pyrolysis
- resonance disintegration
- additive modification.

Table 3.1 outlines a number of applications for which tyres are suitable, and includes the grade of processing required to turn it into various products.

Table 3.1 Processing techniques, products and applications for post-consumer tyres (Shulman, V., ETRA)

CWA 14243 Post-Consumer Tyre Product Classification	Level 1 Mechanical treatment to enable the use of the tyre structure	Level 2 Size reduction to liberate and separate rubber, metal, textile, etc.	Level 3 Multi-treatment procedures to further process rubber	Level 4 Post-treatment process to upgrade the material
Type	Whole tyres	Cuts, Shreds, Chips, Granulates and Powders	Refined Powders or Char	Upgraded materials
Processing Method	Bead Removal Sidewall removal Cutting Compression	(+50mm and 7-15mm) Shredding, chipping Cryogenic processing Ambient grinding Repeated processing for finer materials	(0-0.5mm, 0.5-2mm and 2-7mm) Rubber reclaim Reactivation Surface Modification Pyrolysis	(<50µm) Carbon products Enhanced reclaiming Size reduction Surface treatment
Application	Construction bales Artificial reefs Reinforcement and Stabilisation of porous areas Temporary roads Landfill engineering Sound barriers	Shred and Chip: Landfill engineering Drainage for roads and construction Insulation Lightweight fill for roads, embankments, etc. Backfill Granulate and powder: Sports safety and play surfaces Road construction Footwear Flooring and roofing materials Livestock mattresses	Cable bedding compounds Insulation mats Sports and play equipment Domestic solid fuels Brick production Compounds for tyre inner and under liners	Pigments, inks, coatings Automotive appearance parts – strips, fenders Automotive engine parts Belts, gaskets, linings Thermoplastic elastomers

Brief explanations for some of these treatments/processes are:

Size reduction:

- mechanical treatment – any mechanical process by which tyres are compressed or cut, ripped or torn into irregular pieces, examples of which are baling, ripping or cutting
- ambient grinding – size reduction at or above ordinary room temperature
- cryogenic size reduction – size reduction at very low room temperature using liquid nitrogen or commercial refrigerant to embrittle the rubber.

Multiple-treatment technologies (e.g., rubber reclaim, devulcanisation):

- devulcanisation – the treatment of rubber that results in the reduction of crosslinks
- rubber reclaim – rubber produced by treating a vulcanisate in a manner to bring back some of its original characteristics

- surface modification – the result of treating the surface of granulates or powders to impart specific properties to the particle.

Other technologies:

- pyrolysis – the thermal pre-treatment of tyres in the absence of oxygen which chemically breaks them into oil, gas, char and steel
- post treatment of pyrolytic char – mechanical separation, physical or chemical treatments of the pyrolytic char.

3.3 HOW CAN THE QUALITY OF TYRE-DERIVED MATERIALS BE CONTROLLED?

The key standards for gradings, properties and products of tyres are listed here as given in the CEN Workshop Agreement (CWA).

It is the responsibility of the supplier of the materials to ensure that the necessary performance requirements are met by supplying a consistent and quality assured product.

Tyre processing can result in a wide range of material and product sizes from tyre bales down to fine powder. Table 3.2 lists the gradings within this range.

Table 3.2 Product grading sizes available from used tyres (Shulman, V., ETRA)

Material size	Minimum (mm)	Maximum (mm)
Powder	0	1
Granulate	1	10
Buffings	0	40
Chips	10	50
Shreds (small)	40	75
Shreds (large)	75	300
Cut	300	½ tyre
Whole tyre	-	-
Tyre bales	-	-

The applications or uses of post-consumer tyres broadly fall into two categories, civil engineering and construction uses, or, consumer and industrial products. ‘Applications’ generally refer to civil engineering; road construction and civil engineering, and sports and safety surfaces.

Generally, civil engineering and construction applications utilise large materials, i.e., whole treated or untreated tyres, shred and chips, whereas consumer and industrial products utilise the smaller sized materials, i.e. granulates, powders and buffings, for use in road and play surfaces and as specialised powders for sealants and coatings.

Most applications in coastal and river engineering fall into the first category, which is why this report focuses on the use of whole tyres, shred and chips.

There are three main ways (see chapter 5) that these materials can be utilised in coastal and fluvial engineering projects. These are:

- direct reuse, e.g. bank protection, breakwaters, fenders and artificial reefs (see case examples in chapter five) – in which the tyres require no prior processing
- compressed and baled into blocks using a mobile tyre baler (see Chapter 4) and used as fill material replacement/substitute, bank protection, and dam wall construction
- processed into rubber crumb and used in landscaping, soil conditioning, concrete and asphalt. (See section 5.3.2).

Standards and Specifications are required to ensure that a material meets the necessary performance criteria for any given application. In the case of tyres they play a major role in the decision making process. They reflect:

- whether tyres will perform adequately to meet the intended use
- whether project specifications allow or bar their use
- whether they are deemed as a suitable alternative material under published codes of practice.

Specifications therefore verify whether a product is deemed fit for purpose and ensure quality and conformity in the industry. However development of specifications takes time and often lags behind industry initiatives when it comes to utilising alternative materials.

The ‘ASTM D-6270-98 Standard practice for use of scrap tyres in civil engineering applications (1998)’ is a standard devised in North America primarily to meet the demand for tyres as an engineering material and to impose controls on their use and ensure fitness for purpose. It also provides guidance for the testing of physical properties and data for the assessment of leachate generation potential of processed tyres. It covers the use of shredded and whole tyres in lightweight fill and drainage applications, reinforced retaining walls and thermal insulation. No equivalent exists within the UK at the moment, although ASTM 1998 could provide a template for future development. Alternatively co-operation through partnership-based contracts could lead to the development of project specific standards.

In the UK guidance is available from the Environment Agency on the specific use of tyre shreds as a drainage medium in landfill sites. Specific engineering requirements are also given in the Landfill regulations.

The recent development of specifications for various forms of tyre products by the Comité Européen de Normalisation (CEN) should enable engineers to place confidence in their ability to build structures to the required design specification. Furthermore, as the new EN standards arising out of the Construction Products Directive do not distinguish between primary and alternative materials (i.e. the same quality requirements apply to all materials) there is no reason to exclude tyres or tyre derivatives unless they fail to comply with the general or ‘fit for purpose’ requirements. Proof of performance can be obtained through:

- investigation and research to determine acceptability prior to use
- reference to performance characteristics from a previous use outside the UK.

In any event the environmental regulators should always be consulted on all aspects of used tyre use in engineering projects to ensure they have no objection to proposed applications. This includes:

- the Environment Agency – for England and Wales
- the Scottish Environmental Protection Agency - for Scotland
- the Environment and Heritage Service for Northern Ireland.

The CEN specification lists some special considerations for using tyres or derivatives in civil engineering applications.

- All metal fragments shall be firmly attached and at least 95% embedded in the tyre fragments from which they are produced.
- No free metal wires or particles shall be included without being contained within a rubber segment.
- The ends of metal belts and/or beads are expected to be exposed only in the cut faces of some tyre fragments.

3.4 DENSITY OF TYRE MATERIAL

Tyres are made from a cross-link polymer and contain hundreds of compounds. The main components for tyres generally can be represented thus:

Table 3.3 Composition of passenger car and truck tyres in the EU (by % weight) (Shulman, V., ETRA)

Material	Density T/m ³	Car/Utility %	Truck/Lorry %
Rubber/Elastomers*	0.91	~48	~45
Carbon Black and Silica	2.3	~22	~22
Metal	7.6	~15	~25
Textile	N/A	~5	--
Zinc Oxide	N/A	~1	~2
Sulphur	N/A	~1	~1
Additives	N/A	~8	
* Truck tyres contain proportionately more natural rubber in comparison to synthetic rubber than do passenger car tyres.			

Using Table 3.3 and assuming that all metal is steel and that textiles and other small components and additives have a similar density to rubber, it is possible to estimate the density of tyre materials as follows:

Estimated car tyre density = 1.25 T/m³

Estimated lorry tyre density = 1.28 T/m³

Tests carried out by HR Wallingford (see Appendix 1) to determine the density of some tyre samples concluded that:

- measured tyre density on average equals 1.31 T/m³, with a range of 1.27-1.34 T/m³
- tyres of a greater radius are likely to be of a greater density than tyres of smaller radius.

Variations in the composition of tyres determines their differing properties of strength, durability and rigidity. Although these properties do vary it is generally accepted that composition is fairly consistent among European manufacturers. Table 3.3 shows the typical composition profiles for passenger car and truck tyres.

3.5 WEIGHTS OF WHOLE TYRES

Table 3.4 gives a range of weights for different tyre types.

Table 3.4 Average weights of used tyres (Shulman, V., ETRA)

Tyre Type	Average weight kg	Number per tonne
Passenger car	6.5 – 7.0	153.8
Utility	11	90.9
Truck/Lorry	52.5	19

3.6 OTHER PHYSICAL PROPERTIES OF TYRES AND DERIVATIVES

The physical properties of tyres that make them suitable for civil engineering are listed in the published guidance, CEN, 2002, and tabulated below.

Table 3.5 Typical values for physical properties (Shulman, V., ETRA)

Physical property	Typical Values
Angle of friction	19 – 26°
Bulk density	~350 – 500 kg/m ³
Compacted density	600 – 700 kg/m ³ (rising to 990 kg/m ³ under 400kPa vertical stress)
Cohesion (kPa)	5 – 1
Compressibility	20 – 50% (at 21 – 147 kN/m ³)
Hydraulic conductivity	1 x 10 ⁻² - 1 x 10 ⁻³ m/s
Loose bulk density	3.3 – 4.8 kN/m ³
Particle size	Chips to bales
Poisson's ratio	0.2 – 0.35
Resilient modulus	1 – 2 MPa
Specific gravity	1.1 – 1.27 t/m ³
Thermal Conductivity	0.15 – 0.23 W/mK
Water absorption	2 – 4%

Field trials with appropriate testing will usually prove sufficient to indicate whether tyres are suitable for a particular application or not. Greater knowledge will come from the experience of developing testing regimes and pilot studies specifically designed to assess their performance.

Tyres provide the following properties which engineers will find useful in appropriate situations (also see Table 2.2).

Compacted dry density – for shredded tyres is one third to a half that of a typical soil (Humphrey *et al.*, 2000). This makes them attractive for use as lightweight fill for embankment construction where the foundation soils are weak or compressible, and where stability or excessive settlement is a concern (embankments or for stabilisation of landslides).

Thermal resistivity – is around seven to eight times greater than for a typical granular soil (Humphrey *et al.*, 2000). This makes tyres suitable as an insulating layer to resist freezing better than traditional construction materials under winter conditions.

Hydraulic conductivity – shredded and whole tyres have a high hydraulic conductivity making them useful for drainage applications such as French drains, drainage layers in landfill liner and cover systems, and leach fields for on-site sewage disposal systems. Combined properties – The combination of low compacted dry density, high hydraulic conductivity and low thermal conductivity makes tyres attractive for use as backfill for retaining walls.

Horizontal stress – tyre shreds produce low horizontal stress due to their low compacted dry density that reduces the pressure on a backfilled structure. This renders them suitable for use as fill behind walls and bridge abutments. This can prove useful where thinner walls are required. (See section 5.3)

Construction – whole tyres and sidewalls can be used to construct retaining walls or be bound together to form drainage culverts. (See section 5.1)

Tyres thus far have been found to be a useful alternative to primary aggregates for a number of applications where:

- they are relatively abundant and freely available
- a lightweight material is needed as a low density fill material, or to reduce ground loading. Materials normally used for lightweight fill applications include:
 - light weight expanded clay aggregate
 - lightweight concrete
 - pulverised fuel ash (PFA) – where sources are still derived from the burning of stocks of coal that produce a lightweight residue
 - expanded polystyrene blocks
- a durable and flexible material is required. (This may be important for uses intended to prevent or reduce damage to the local environment, such as in sports and recreational facilities.)
Other materials which have been used for sports and recreational facilities include:
 - traditional asphalt
 - gravel
 - natural turf
 - woodchips
 - sand and bound sand
 - wax
- a free draining alternative to gravel is needed
- a material with a high resistance to chemical activity is needed such as in hydrocarbon retardation ground barriers
- there is a need to develop a stable structure, for instance where baled tyres can be stacked as building blocks (e.g. as a noise barrier).
- other materials normally used for noise barriers include:
 - expanded polystyrene
 - lightweight clay aggregate
 - earth
 - timber
 - coarse sand and gravel
- there is a need for a large surface area such as in artificial reefs for marine organism growth and habitat creation

Other materials normally used for artificial reefs include:

- concrete blocks and structures
- aggregate blocks
- they act as an aggregate replacement such as in asphalt, concrete or other hydraulically bound materials.

Further details of these and other uses can be found in Hylands and Shulman (2003).

3.7 LIMITATIONS TO THE USE OF TYRES IN CEMENTITIOUS CONCRETE

There are limitations however to the use of tyre materials, specifically for Portland Cement in concrete applications. The durability of coastal structures, such as concrete seawalls, and their ability to resist abrasion and chemical attack is very important. Any structure on a sand or shingle foreshore will be subject to some degree of abrasion as a result of the impact of particles driven by hydrodynamic forces. This abrasion (for example see Figure 3.2) can significantly affect the residual life span of a concrete structure. Abrasion rates in excess of 6mm/yr have been experienced at sites where concrete structures are located in very aggressive environments.



Figure 3.2 An example of hydrodynamic abrasion exposing steel reinforcement in a concrete seawall

The exposure conditions, the quality of aggregate, the density of the concrete mix and the cover to steel reinforcement are all key factors that influence the durability and design life of such structures. To minimise the damage done by abrasion, it is essential in susceptible areas of the structure to use concrete with a strong and dense mix comprised of hard aggregate and strong cement.

Past research by the Universities of Nova Scotia and Pennsylvania (Ali *et al*, 1993, and Rostami *et al*, 1993) indicated that the inclusion of rubber in Portland cement concrete interferes with the adherence of the cement matrix to the aggregate, such that areas of weakness occur in the transition zone (i.e. the aggregate/matrix interface). As a result, the compressive strength of concrete that contains ground rubber or tyre crumb is significantly less (between 10 and 20N/mm²) than a typical design mix used during the construction of coastal defences (e.g. 40N/mm²).

Studies by the University of Pennsylvania confirmed the conclusions arrived at by the Technical University of Nova Scotia in that:

- the addition of ground tyre rubber (GTR) to Portland Cement concrete decreases both the compressive and tensile strength properties and increases air content
- further research, specific to the intended service conditions of the material, is required to determine the feasibility of using GTR products.

Further questions also arise over the use of GTR in concrete such as:

- the bonding potential with steel reinforcement
- cracking as a result of thermal contraction during cement hydration
- the potential for chloride ingress and corrosion of steel reinforcement.

Further scientific research would be required to resolve questions arising from these concerns.

Another concern is with the concept of using whole tyres and tyre bales as a hearting in concrete blocks or mass concrete. Tyres are ductile and responsive to temperature changes. Without a method of ‘fixing’ the expansion and contraction properties of tyres, internal micro-cracking of the cementitious mix would be anticipated. A progressive deterioration of the cement/filler matrix would follow as seawater would be able to penetrate further into the body of the wall, gradually diminishing its structural integrity and leading eventually to failure.

For these reasons the use of whole tyres, baled or otherwise, or other tyre derived products (such as chips, shreds, granules or powders) are not currently deemed suitable for use in ‘marine grade’ concrete where minimum tensile and compressive strengths are specified.

The only exception would be where whole tyres or tyre bales are used as a hearting to reinforced concrete blocks. Here the reinforcement would need to be designed, amongst other loadings, for the expansion and contraction of the tyres inside. No information is currently available on the magnitude of these loadings.

4. *Tyre bales – production, properties and use*

The type of technology now available for tyres to be baled together is shown in Figures 4.1 and 4.2. These bales consist of approximately 100 tyres compressed by a down-stroke baler and held in compression by plastic strapping or galvanised wire (see Figure 4.3 and 4.4).



Figure 4.1 Loading baler hopper



Figure 4.2 Baler discharge

These tyre blocks or bales are suitable for use in a range of engineering applications including:

- construction of flood embankments, dams and breakwaters
- road sub-bases
- river and stream banks.

The equipment used to bale tyres may be a fixed or mobile unit. Mobile balers can be of great cost benefit as it can avoid the costly transportation of loose tyres to a processing/baling centre, or/and from the site of baling to a construction site.

The most common version of this type of equipment is a vertical down-stroke baler that compresses passenger car and light utility van tyres, although there are larger units available for truck tyres.

4.1 BASIC PROPERTIES OF PROTOTYPE BALES

The size of the bale is determined by the chamber size of the baler and the length of the wrapping wires or straps. Firstly about 100 or so tyres (car/van or ~ 90 truck) are placed into the bale chamber in a weave pattern. Next the hydraulic compactor compresses the tyres for 10 to 20 seconds with around 65 tonnes of pressure into a rectangular block measuring roughly 75cm x 150cm x 135cm and weighing about 1 tonne. This block is then 'baled', bound up with five, 4 metre long bands of 4mm thick high tensile, high carbon, electro-galvanised or stainless steel wires. These wires have a tensile strength of 1500 to 170N/mm². Revetment cord is also sometimes used.



Figure 4.3 Galvanised steel wire fastening

Tests have shown that once compressed the tyres will not regain their original shape if the retaining cords/wires are removed. After thirty months retained in a bale the contents were shown only to expand by 5% (Hylands and Shulman, 2003).

Completed bales can be used as they are or further treated by encasing them in concrete, wrapping them in plastic or wire mesh, or facing them with a veneer of other material such as stucco, marble or stone.



Figure 4.4 Baled product containing approximately 100 used tyres (courtesy Environment Agency)

In order to reliably define the performance characteristics of tyre bales in fluvial and marine structures investigations were undertaken in the hydrodynamic testing facilities at HR Wallingford. These investigations followed a proven method of submitting scale models to a series of replicated hydrodynamic forces until structural failure occurs (See Appendices 4,5 and 6).

4.2 WEIGHT/POROSITY

The porosity of the tyre bales is important to measure due to its effect on hydraulic and geotechnical interactions i.e. pore pressures, bulk density and their effect on stability and settlement. For example, the accepted average porosity value for large, well-graded normally graded stones is about 42% but widely-graded mixtures may have smaller porosities (CIRIA/CUR, 1991).

Porosity and weight was measured in tests undertaken at HR Wallingford, an account of which is given in Appendix 2. Two bale types from different bale producers were tested. The two bale types supplied looked to have different degrees of compression and therefore porosity. The tests reported in Appendix 2 set out to establish what the porosities were and how much they differed between the two bale types.

The tabulated results of the tests are shown below. The study concluded that:

- tyre bale porosity is comparable to aggregates such as gravel (i.e. it is in the same order of magnitude)
- generally the porosity of tyre bales is high, over 50%
- the smaller bales had a slightly higher porosity than the large bales
- in the small bales the packing density of tyres is slightly less. The effective porosity (i.e. the amount of interconnected pore space available for fluid transmission) is greater for small bales which is expected as the tyre packing is more random.

Table 4.1 Tyre bales size, porosity and bulk density

Bale label	Total volume (m ³)	Porosity %	Bulk density (Kg/m ³)
3	1.09	50	655
5	1.25	56	580
7	0.74	65	458
8	0.74	59	542
9	0.71	57	561

N.B. Bales 3 and 5 are larger bales and from a different manufacturer.

Table 4.2 Tyre bale size, solidity and sealed volume

Bale label	Weight of bales (Kg)	Volume of tyre material (m ³)	Solids as % of whole	% of voids sealed
3	712.5	0.54	50	15
5	725.0	0.55	44	10
7	337.5	0.26	35	15
8	400.0	0.31	41	19
9	400.0	0.31	43	17

Table 4.3 Comparison of total and effective porosity with other building materials (EAD, 1993)

Material	Total porosity (%)		Effective porosity (%)	
	Range	Arithmetic mean	Range	Arithmetic mean
Gravel (coarse)	24 - 36	28	13 - 25	21
Sand (coarse)	31 - 46	39	18 - 43	30
Sand (fine)	25 - 53	43	1 - 46	33
Silt	34 - 51	45	1 - 39	20
Weathered granite	34 - 57	45	-	-
Tyre bale - large	50-56	53	42-50	46
Tyre bale - small	57-65	60	47-55	50

- denotes no data available

The tyre bales have a greater porosity than coarse gravel which the bales would hope to replace. However, the permeability of the bales is of a similar order to gravel (see Section 4.5). This is believed to arise because of the tortuosity of the void volume within the bales.

Under static loading porosity may be affected over a medium to long time frame.

Bale porosity may decrease with intrusion of sediments (e.g. from beaches). The extent and rate of the intrusion is not known but, if significant, may have important effects on the bale bulk density, settlement, porosity and permeability.

4.3 INTERBALE FRICTION

Interbale friction forces were also measured in testing at HR Wallingford (see Appendix 3). The test revealed that the interbale friction coefficient, μ , averages 0.7 (range from 0.6-0.8) where interbale friction force, $F = \mu \times$ normal force between bales.

4.4 RESISTANCE TO DEFORMATION AND CREEP

Conclusions from the Pevensey Bay pilot project (see Box 5.2.3) monitoring on settlement, deformation and creep (see Appendix 8) indicate that tyre bales are very stable and deform very little even under compression and strain, and a marginal benefit is gained by filling the bale voids with aggregate. The conclusions drawn from the monitoring of the site were that:

- long term settlement/creep of filled bales over 18 months (about 0.4% strain) was about half that of the bales which were only wrapped (0.9% strain)
- there was no evidence of bales moving up through the beach
- the bales appear structurally to be very stable.

4.5 PERMEABILITY

Permeability is usually referred to for soil structure stability. It is important for the geotechnical problems of seepage through beach sand, consolidation of backfills and hydraulically placed fills and settlement of foundations (Hughes, 2002). Tyre bales are sought to replace soil fill and so permeability needs to be determined.

The permeability of tyre bales was determined in the high discharge flume at HR Wallingford (see Appendix 4). Darcy's law was used to determine the permeability of each tyre bale.

The study concluded that:

- the tyre bale permeability is of the order of 0.1m/s and thus is similar to gravel or very coarse sand.
- despite the large size of tyres, they have a large surface area and create a long flow length.
- permeability is greater when the length of pathway is short (i.e. the bale is upright in position). When the bale lies flat the length of pathway is long and the permeability is less. This could be as a result of how the bales are manufactured.
- when the pathway is long the tyre rims are obstacles creating a long flow path. More direct flow paths are available when the pathway is short.

4.6 USE OF TYRE BALES AS PRIMARY ARMOUR

One consideration of the use of tyre bales has been for primary armour units - for example as erosion protection in coastal and river revetments. However due to their light weight it was necessary to establish exactly what forces such a structure would be able to sustain without damage or failure. The quickest and easiest way to do this was to replicate a model/scale version of a possible structure built of tyre bales and test it against those forces in a controlled environment.

Firstly scale models of tyre bales had to be made that as closely as possible possessed the same physical characteristics as the full size versions (see Appendix 5). Experimental mock-ups of two types of structures, a wave revetment and a river revetment, were conducted to discover the best method and configuration of construction. The final models were then tested in flumes for hydrodynamic performance, one for wave attack and the other for river flow. Details of the studies are described in Appendices 5 and 6.

4.6.1 *Tyre bales as primary armour under wave action*

Tyre bales are entirely unsuitable for use as primary armour in any situation where they are subject to any significant wave action. Even after trying a range of placement techniques, the bales were only stable to wave heights of about 0.2m. The explanation appears to be related to the fact that the permeability of the bales, at about 0.1m/s is too slow to respond to dynamic water level and pressure variations. As a result, the bales, which do not contain water when wave action commences, cannot absorb the water before buoyancy forces lift them out of the slope.

4.6.2 *Tyre bales as primary armour under conditions of steady flow*

The results of the tests described in Appendix 6 suggest that tyre bales may be suitable in certain circumstances as primary armour when subjected to river flows alongside them. A configuration in which the bales were placed to an angle of 6° to the vertical proved stable up to flows of 4m/s in water depths less than 2.5m.

Caution should be applied in using these results. In particular:

- a) The results appeared to be highly dependent on the nature of the backfill. In the tests, failure arose from settlement of the backfill rather than toe instability; this suggests that more impermeable backfill (clay) may be preferable to granular materials, so long as an appropriate geotextile interface is used.
- b) The applicability of the results should be limited to small streams and river situations where wave heights will not exceed 0.2m (see 4.6.1 above).

Subject to these constraints, it does appear that tyre bales can be considered for use as primary protection in river situations similar to those in which stone-filled gabions might previously have been employed.

4.7 PRACTICAL ASPECTS OF DESIGNS USING BALES

Tyre bales provide particular advantage in areas with poor soil conditions. In wet soils bales can be used effectively as a sub-grade base to 'float' over marginal areas.

Bales used in structures built above ground should be placed on a cement pad or geotextile liner. Under water use or below the water table, such as a foundation layer for a dam or artificial lake does not require the installation of a geotextile. However installation is specific to each site and consideration must be given to the local conditions such as:

- soil quality
- water quality
- proximity to receptors
- stability
- climate, etc.

If the bales are to be used in bulk and it is necessary to keep consistent permeability, it is suggested that the voids between the bales be filled with gravel and/or coarse sand. This will not be necessary if the whole bale structure is being wrapped in a geotextile.

The surround may be finished with stone or other construction materials.

Each structure must be designed (and monitored) by a professional civil engineer or geotechnical designer.

4.8 PRODUCTION, HANDLING AND STORAGE

When processing into bales, tyres should be relatively dry, clean and free from mud and contaminated materials (either on the surface or inside the tyre cavity). Tyres should be placed carefully when loaded into the hopper of the baler; orientated sidewall to sidewall and slightly overlapping tread to tread (When compressed this produces the distinctive 'herring-bone' pattern visible on the surface of the bale). Foreign material on the tyres may inhibit uniform compression and result in distortion of the bale. This is undesirable because dimensional consistency is an important characteristic in construction.

Personnel involved in the baling operation should wear appropriate protective clothing such as gloves, overalls and toe-capped boots when handling used tyres. Hazards include exposed wires, tripping, and abrasion from lifting, dropping and handling tyres increasing the risk of back, limb and digit injury such as rubber burns, skin puncture, muscle strains and foot crush injury. A risk assessment should be undertaken to assess whether additional precautions should be taken.

Operators should be aware at all times when the machine is in operation and ensure that the discharge area is clear of all personnel when ejecting the bale from the baler. Wrapping fasteners should be immediately checked to ensure that they are secure. Ear protection should be worn if noise generated by the machinery is above the prescribed limit.

Health and Safety at Work regulations (1992) and guidelines should be consulted with respect to these concerns and others such as lifting and handling of goods. They should be considered and enforced by those responsible for health and safety during the baling operation. Crane, forklift or other machinery operators should be adequately trained and ensure that they comply with the regulations and that their vehicle is capable of performing the required lift, movement and placement of tyres and bales in a safe manner under the prevailing site/ground conditions. Employers should ensure that they, their machinery and their operations comply with all relevant legislation including:

- Health and Safety at Work etc. Act 1974
- Management of Health and Safety at Work Regulations 1992
- provision and use of work equipment regulations 1998
- lifting operations and lifting equipment regulations 1998.

Tyre bale storage requirements are generally determined by local authorities. The bales do not retain much water and their decreased surface area and lack of air ingress greatly reduces the threat of fire. Recent fire tests commissioned for this project (see Appendix 7) concluded that:

- the ambient temperature of the tyre bales in storage and when used in civil engineering works should be maintained below the calculated lowest critical ignition temperature of 182°C, in order to avoid self-heating
- the use of inert material, such as gravel, in construction to surround tyre bales would be advantageous, as it can be assumed that the bales are single entities and this would increase the critical ignition temperature of a single bale to 224°C

- the tyre bales should not be used in civil engineering works in areas where there may be an increased risk of heating from external sources such as subterranean fires
- if the characteristics of the final product material were to change significantly, i.e. different tyre bale material, it would be necessary to re-assess the self-heating properties of the material
- bales should be stacked/stored facing sidewall to sidewall.

Loading and offloading tyre bales from flat-bed lorry trailer units are easily and safely facilitated with the use of a mounted crane and pallet grab (See Figure 4.5). Placement of the bale into a structure is best achieved with a similar attachment as shown in Figure 4.7. The hydraulic functions of the gib and head-stock allow precision and accuracy of movement for optimal control including 360° plane rotation of the bale for choice placement.



Figure 4.5 Offloading tyre bales from a delivery vehicle at a project site. (courtesy Environment Agency)

Around 30m³ of tyre bales can be transported by one lorry as opposed to, for instance, 10m³ of clay. This is because tyres are significantly lighter than clay. The same comparison would apply to all other aggregates and alternative materials under consideration in construction. Fewer trips for the same volume and less weight in transport terms also equates to less fuel consumption. Thus, so long as there is a local supply of used tyres there will often be a net benefit in terms of traffic and transport impacts by using tyres as opposed to traditional aggregates in construction projects specifically.



Figure 4.6 River transport of bales on final journey to construction site (courtesy Environment Agency)



Figure 4.7 Placement of tyre bale into structure using a pallet grab attachment (courtesy Environment Agency)

The low-density high volume nature of tyre bales also makes for easier access to remote sites utilising vehicles other than lorries. At the River Witham bales were transported from their delivery point to the construction site by barge as shown in Figure 4.6. In the Scottish highlands near Glen Urquhart, bales were carried a short distance from a forest track to the construction site (see Box 5.2.5), offloaded, and placed using an articulated forestry transporter with a standard log grab attachment as shown in Figure 4.8.



Figure 4.8 Forestry log transporter used at Glen Urquhart to access the site with tyre bales (courtesy Northern Tyre Recycling)

5. *Port, coastal and river engineering applications of tyres*

There are many instances of the use of tyres in port, coastal and river engineering, but they are not well documented and what is recorded is not very comprehensive. Here we have attempted to draw together illustrations, designs and case histories of specific structure types from both new and old schemes⁴. Some suggestions for future innovation in design are also made. Uses have been classified into three distinct categories:

- a) Whole tyre solutions including:
 - embankments/retaining walls using loose tyres
 - embankments/retaining walls using linked tyres
 - tyre and post erosion protection
 - anti-scour mattresses
 - floating breakwaters
 - submerged reefs
 - fenders for shipping
- b) Tyre bale solutions:
 - hearting to concrete structures
 - hearting to coastal rock structures
 - beach nourishment substitute
 - hearting to embankments
 - armouring to banks of small rivers/streams
- c) Tyre chip solutions:
 - lightweight backfill behind retaining walls
 - aggregate in asphaltic concrete

5.1 WHOLE TYRE SOLUTIONS

5.1.1 *Embankments / retaining walls using loose tyres*

Loose tyres, typically with one sidewall removed, have been used as singular building blocks filled with gravel, shingle, soil or sand in retaining walls or for slope stabilisation in embankments. One example is the retaining wall on the Mill Burn near Inverness in Scotland (see Box 5.1.1) where successive tyre layers were stepped back to increase stability.

⁴ These case studies and examples are for illustration only. Inclusion here does not infer that the authors recommend these applications.

Box 5.1.1 The Mill Burn landfill revetment, Inverness

The Mill Burn cuts across the Longman Landfill Site (see Figure 5.1) just outside Inverness and discharges into the Moray Firth which is inhabited by many protected species. Flow through the Burn is highly variable with contributing urban drainage from nearby industrial areas and flood flow from the A9 road as well as being tidal.



Figure 5.1 The Mill Burn as it cuts through Longman Landfill Site (courtesy Environment Agency)



Figure 5.2 The tyre revetment beside the Mill Burn (courtesy Environment Agency)

Box 5.1.1 The Mill Burn landfill revetment, Inverness (continued)

To accommodate the landfill site here the Mill Burn route itself had to be engineered in order to prevent erosion of the adjacent landfill area by the river.

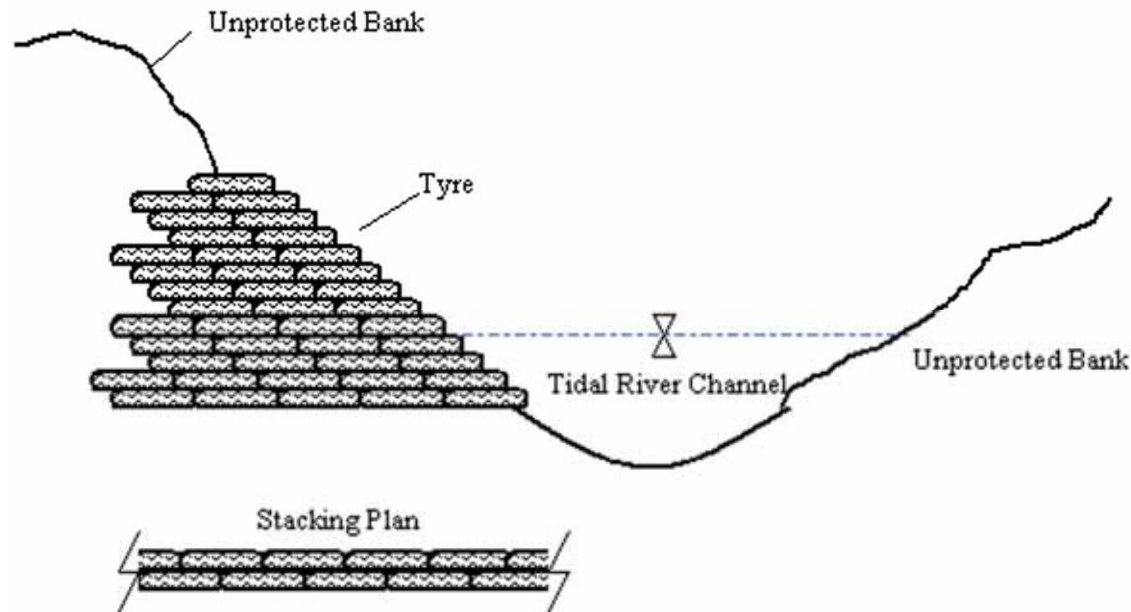


Figure 5.3 Schematic of the tyre revetment/retaining wall on the Mill Burn

This application presents a potential alternative to stone filled gabion boxes. However, where the tyres are less subject to wetting and more accessible to the public, there is a fire risk.

Construction took two men six months in 1984 to build a wall four metres high by 240 metres in length made of tyres (with one sidewall removed) filled with gravel.

The trials in Brazil reported in Box 5.1.3 alluded to the problems of using whole tyres (i.e. without the sidewall removed) in gravity walls. There is a potential conflict between the time spent filling tyres and stability of the structure. The more the tyres are filled, the higher the composite density becomes. This has the advantage that the width of the wall and the number of tyres can be reduced and the rigidity of the wall increased. However to obtain greater filling of the tyres requires more time and effort. Furthermore, any void formed by incomplete filling would tend to disappear as the wall height and vertical load built up and the tyre distorted. This distortion is beneficial in that it increases contact area and interlock between tyres. Conversely of course the tyre preparation involved in removing sidewalls also takes time, however filling is easier and composite density higher (WYMCC, 1977).

Loose truck tyres have been used to construct a seawall in a sheltered environment within a small harbour in Scotland (See Box 5.1.2). Currently from a structural perspective the tyres perform adequately. However in the longer term physical degradation from UV light exposure would be anticipated together with loss of structural integrity due to loss of covalent bonding chemicals through continual leaching.

Box 5.1.2 Avoch harbour seawall defence, Scotland.

Although relatively low in height this wall is retained in place by tyres used in the same manner as those at Mill Burn. In this instance they also serve as some protection against erosion of the former seawall defence. The tyre voids were filled with coarse local chippings. Washout of fines is apparent with the formation of some voids and loss of fill from inside and between some of the tyres. However sufficient material remains to keep the structure stable in this relatively wave sheltered environment.

a)



b)



c)



Additionally the structure is not particularly aesthetically appropriate in this setting, although vegetation has established on part of an earlier build slightly improving the appearance here.

Figure 5.4 Avoch harbour tyre wall, Scotland

5.1.2 Embankments/retaining walls using linked tyres

Some tyre walls have experienced lateral deformation where negative wall friction at the back of the wall (caused by the higher compressibility of tyre retaining walls) has significantly increased the active pressure acting on it. To reduce the risk of lateral deformation it is recommended that tyres are connected in some way and anchored at intervals into the backfill. The research conducted in Brazil described in Box 5.1.3

examined the effects of using tyres with and without one sidewall removed and in using tyre linkage and tie-back methods.

Box 5.1.3 The geotechnical behaviour of soil-tyre gravity walls

A research project conducted in Brazil run by the Catholic University of Rio de Janeiro (PUC-Rio) jointly with the University of Ottawa, Canada, and the Geotechnical Engineering Office of Rio de Janeiro (Geo-Rio) investigated the geotechnical behaviour of soil-tyre gravity walls (Sayão *et al*, 2002).

Approximately 15000 car/van tyres were used to build a wall 4m high and 60m long. Tyres were placed side by side, in successive horizontal layers, some with sidewalls removed, others not. A comparison was also made between 6mm polypropylene rope and 2mm thick plastic-coated galvanised zinc wire for tying the tyres together in their layers.

Compaction of soil inside the tyres was carried out manually with a vibratory plate. The backfill to the wall was made out of compacted soil at optimum water content. The locally available soil, a gneissic sandy silt residue soil was used. When the wall was finished an additional 2m surcharge of soil was added to the backfill.

Subsequent displacement measurements indicated that although all sections were within acceptable limits, the wall section that comprised of a combination of cut tyres (sidewall removed) with galvanised wire fastenings proved to be less deformable and had less horizontal displacement than the other options.

Following the trial several slope stabilisation projects in Brazil built tyre-soil gravity retaining walls.

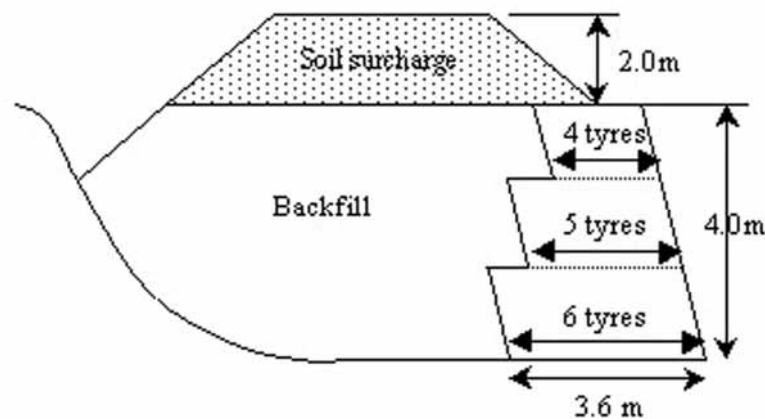


Figure 5.5 Configuration of the soil-tyre gravity test wall

Dalton and Hoban (1982) conclude that anchored or tied-back walls offer a more efficient solution than those without, in that fewer tyres have to be prepared and filled for a given length of wall. The face of the wall should be formed from a single line of tyres laid tread to tread with alternate layers secured to anchor tyres at regular intervals (as shown in Figure 5.6) with Paraweb webbing or similar. This provides sufficient tensile strength to resist the forces causing local failure to the tyre wall face and preventing wedge and slip circle failure within the block.

Truck/lorry tyres can also be used in this way. Removal of the sidewall from truck tyres is not so important as these tyres are heavier and access for filling the tyres with 'ballast' is easier due to their larger size. Linkage of the tyres however is still recommended as lateral deformation or loss of individual units may still occur, especially if subject to wave or tidal forces as described in the Copperas Wood example in Box 5.1.4.

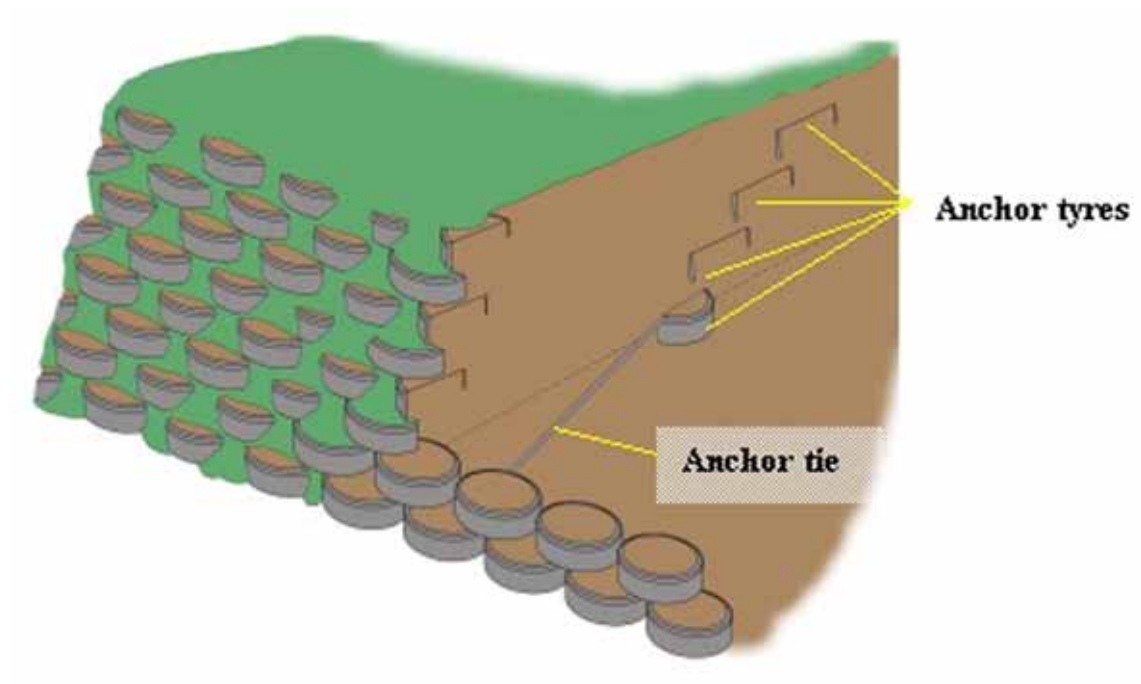


Figure 5.6 Gravity retaining wall structure showing anchor ties and tyres

Box 5.1.4 Retaining wall/erosion protection - The Sorrell system (EU Patent: 0537261)

Whole tire mats (two tyres deep) stacked 4 high into rafts were used to protect 150m of foreshore in Copperas Bay in the Stour Estuary (Suffolk /Essex boundary, UK) (see Figure 5.7). The Stour estuary has exhibited some of the highest rates of historical salt marsh loss in the UK. Copperas Bay has experienced near total saltmarsh loss, and ancient oak and coppiced woodland begun to be lost as the toe of the low cliff was destabilised by wave action.



Figure 5.7 The Copperas Wood defence soon after construction (courtesy of Sorrell Flood Protection)



Figure 5.8 The same defence after 4 years (courtesy of Sorrell Flood Protection)

Box 5.1.4 Retaining wall/erosion protection - The Sorrell system (continued)

Partly buried within a shallow trench cut into the upper foreshore along the cliff base keeps the tyres stable under all the tidal conditions experienced with no evidence of floating up during high water levels (Watson and French, 1999). Post installation monitoring has shown the system to be extremely stable and with no discernible displacement observed during the first 18 months. Shortly after installation when a high tide overtopped the defence, some removal of soil from the voids between the tyres and from on top of the structure was observed. However since then no subsequent problems of this nature have occurred (See Figure 5.8) and seaweed has successfully colonised areas of the structure reached by the tide (see Figure 5.9).



Figure 5.9 Algal growth on the Copperas Wood tyre embankment (courtesy Dr Ken Collins)

The structure has successfully halted further erosion of the woodland above the low estuary cliff and no further trees have been lost from the slopes behind the defence.

Garga and O'Shaughnessy (2000) came to the following conclusions that used or whole tyres could be used for reinforcing slopes and retaining walls after conducting trials using whole and part-whole tyres tied together with polypropylene rope. They found that:

- such structures are relatively simple to construct using conventional fill-placement equipment
- reinforced earth structures using used tyres can be constructed with both cohesionless and cohesive soils

- with cohesive backfills only tyres with one sidewall removed should be used to improve compaction capabilities
- negative wall friction at the back of the wall, brought about by the higher compressibility of tyre retaining walls can significantly increase the active pressure acting on the wall. This can be reduced by inclining the wall
- the angle of inclination of the retaining wall should not exceed 70° when using low quality compressible backfill
- compaction should be undertaken behind the retaining wall to limit development of high lateral stresses and reduce outward lateral deformation
- lateral deformation of walls using tyres with one side wall removed is significantly less than that with whole tyres
- tyre reinforced fills can provide satisfactory foundation for medium to lightweight structures.

5.1.3 *Tyre and post erosion protection*

Tyre and post revetments have also been built to prevent coastal erosion but with limited success. Tyres placed around posts piled into the beach are then filled with gravel to consolidate the structure. However washout of the fill from the tyres by wave action reduces their weight allowing them to become displaced relative to one another. Increased movement and disturbance of the tyres accelerates degradation of elements such as the geotextile and allows erosion of the backfill material.

Box 5.1.5 Tyre and post revetment in Oak Harbour, Washington

The tyre and post revetment in Oak Harbour, Washington, in the USA consisted of two lines of vertical posts driven into the beach (see Figure 5.10). Car tyres were laid over the posts, filled with gravel and a filter cloth placed between the tyres and the backfill. The structure performed successfully but the gravel fill was lost from inside the tyres and there was some erosion of backfill.

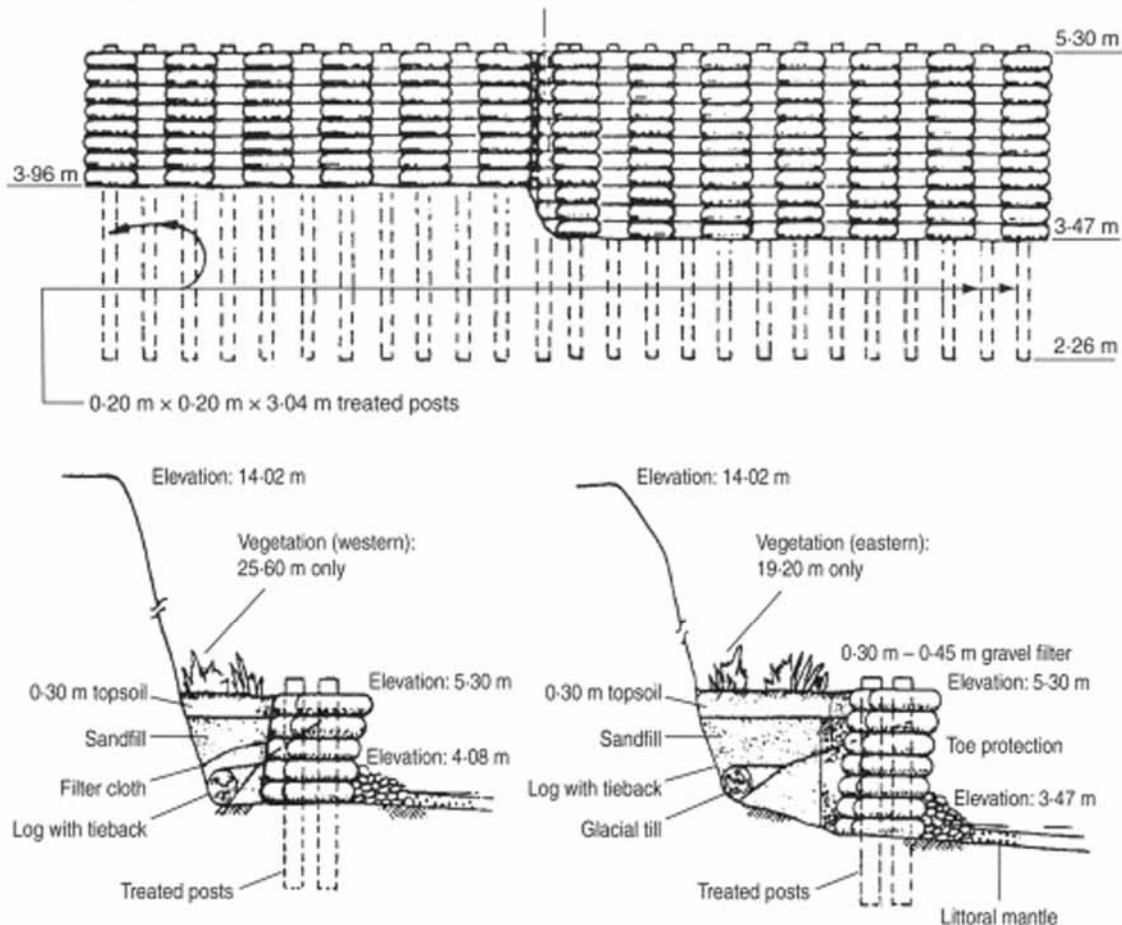


Figure 5.10 Schematics of the tyre and post revetment at Oak Harbour, Washington, USA (Motyka and Welsby, 1983)

Performance of this structure could have been improved by filling the tyres with a lean concrete mix instead of gravel.

Similar problems have been encountered on river bank/training walls of similar design to that at Oak Harbour. The River Bure example in Box 5.1.6 illustrates how tyres can ‘slump’ on their poles allowing further subsidence and erosion of the backfill material.

Future works contemplating similar tyre and post revetment designs would be strongly advised to consider filling the tyres with a lean concrete mix or using another method to stabilise them under wave or fluvial action.

Box 5.1.6 River training wall on the Bure in Norfolk

The Environment Agency used rubber tyres in bank protection along the River Bure near South Walsham in Norfolk. Constructed in 1987 on the outside of a meander, it was designed to protect the riverside footpath from undercutting by erosion. This was carried out as part of a trial along with other methods of bank protection and proved to be successful. However, it did prove difficult to install the tyres underwater as horizontal connections could not be obtained and backfill material was lost owing to the movement of the tyres under wave attack. Although tidal at this point on the Bure only the top two or three tyres in each stack are subjected to wetting and drying. Latterly it has been observed that the tyres had partially filled with silt and had good reed growth on the backfill.

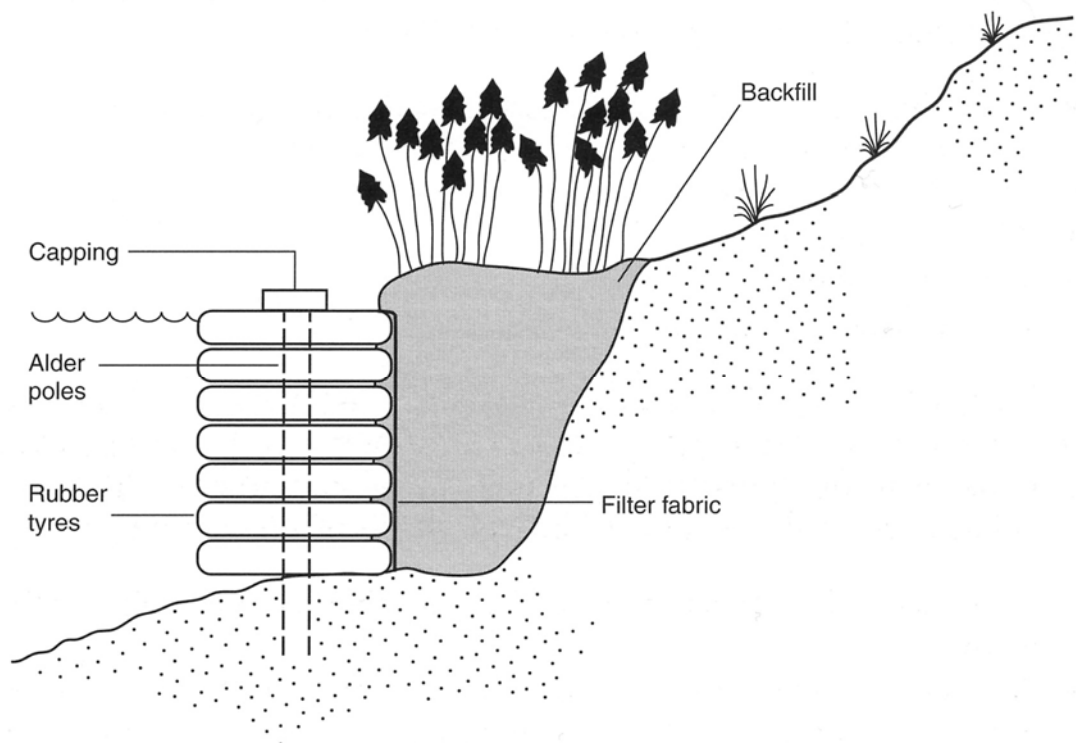


Figure 5.11 Schematic of the vertical tyre defence on the River Bure, Norfolk, UK

Figure 5.11 shows the design where tyres were threaded onto alder poles after which a 'capping' beam was placed across the top. The structure was secured by tie rods and anchor blocks into the bank. A geotextile was placed behind the tyres to prevent wash out of fines from the fill material used to fill the cavity between the bank and the defence structure. The 'new' riverbank was then planted up with vegetation to aid in earth retention and stabilisation.

Box 5.1.6 River training wall on the Bure in Norfolk (continued)



Figure 5.12 Tyre and post bank protection (courtesy Environment Agency)

It is apparent from Figure 5.12 that the defence has become less effective due to the slumping of the tyres from their stacks; probably due to the loss of backfill and allowing greater movement of the tyres on their poles. Some design modifications may be needed to this type of structure to extend its life expectancy.

5.1.4 Anti – scour mattresses

Sediment scour around marine structures is a serious problem for the marine engineering industry. The undermining of bridge piers, oil and gas pipelines and platforms by wave or current action is difficult and expensive to remedy.

Erosion protection mats using tyres can be used to prevent or reduce scour at bridge piers, at the toe of seawalls, on unprotected shorelines (see Box 5.1.8) and under pipelines (see Box 5.1.7). These mats can consist either of whole tyres bound together tread to tread with artificial rope, or, of tyre treads only (tyres with both side walls removed), woven together. Both systems seem to provide a level of erosion and scour protection.

Box 5.1.7 Pipeline anti-scour mattresses – The Sorrell system (EU Patent: 0537261)

There are in excess of 80,000 miles of offshore oil and gas pipelines around the world. A failure of a pipeline can be disastrous both environmentally and economically and so protection of them is a high priority.

Large quantities of sediment can be removed from beneath pipes due to wave and current action, for example a 60cm diameter pipeline off the East Anglian coast was found to have a scour hole 1.8m deep. Such scour results in the development of ‘free spans’ which can exceed the original design span of the pipe. Failure is unlikely to occur because of sagging into a scour hole, but rather due to metal fatigue caused by resonance set up by vortices around the pipeline inducing the vibrations in the pipe.

Scour also increases the likelihood of a pipe becoming detached from the seabed and moving large distances with offshore currents as it decreases the lateral resistance that the bed sediment provides.

Experiments and field applications have shown that tyre mattresses are very effective in preventing scour. They can completely prevent scour from occurring around the pipe in the area where they are placed.

This system is much cheaper than alternative methods and the tyres are able to fill a large scour hole more easily than gravel, bags of concrete or other materials. Each tyre takes up a comparatively large volume and can be lowered into place bound in large groups reducing installation time and costs. The hollow nature of the tyres allows easy anchorage to the pipeline and in addition exhibit low buoyancy as they become filled with sand (Garnsey and Leacock, 1998).

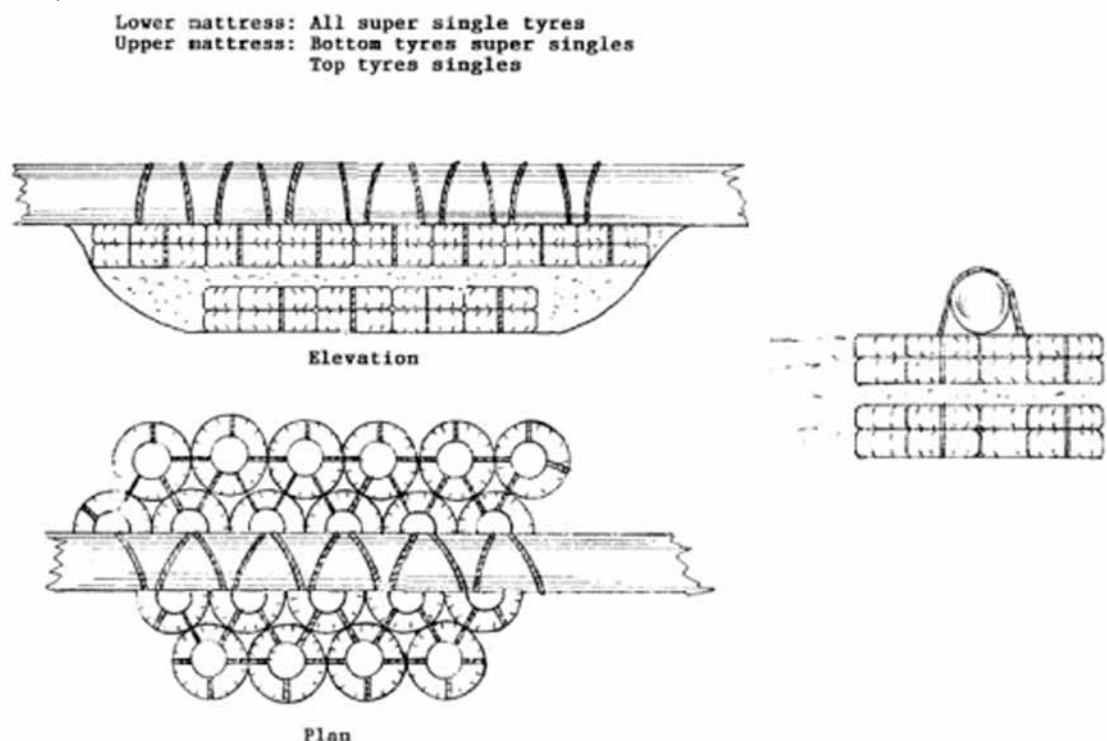


Figure 5.13 Schematic design of the ‘Sorrell’ anti-scour mattress

Box 5.1.8 The RINGtech® matting system

A co-operative initiative of the companies RINGtech® Renate Streuer and Unternehmer-Tun GmbH in Germany has developed a way of weaving scrap tyre treads into versatile matting systems. The tyre walls are removed to leave the tread of the tyre with the metal reinforcing still encapsulated within the rubber. These ‘loops’ of tread are then woven together (without cutting) into various designs of rubber mats. These mats have proven to be successful for several applications such as:

- bed protection/scour prevention at ship loading berths
- groyne construction
- protective screens for cables and pipes
- artificial reef construction
- large-dimension fender for the protection of a quay wall
- construction of a tidal deflector in a yacht harbour.

These systems have only been tested so far in marine applications. An assessment by the Federal Institute for Hydro-construction confirmed the anti-erosion properties of the RINGtech® products, especially in marine construction. This recommendation refers specifically to erosion protection for marine structures, e.g. bed or scarp protection and the construction of groynes and reefs. After successful tests with propeller induced currents during ship-berthing manoeuvres as well as a number of flexibility tests, carried out in March and in October 2000, the Federal Institute for hydro-construction certified RINGtech® mats specifically as a suitable bottom protection system.



Figure 5.14 RINGtech® erosion protection matting and hollow bodies (courtesy RINGtech®)

Box 5.1.8 The RINGtech® matting system (continued)

The hollow bodies can be filled with rip-raps or with slags and then closed by interlacing so that they can be used as gabions. In contrast to conventional wire cages RINGtech® gabions are distinguished by their mechanical durability, anti-corrosion properties and their resistance to abrasion. Another advantage is that RINGtech® gabions can be pre-assembled and transported in any form and size, and be filled on site before deployment.

5.1.5 Weirs

Used tyres have been used to a limited extent in smooth crested weirs where their resistance to abrasion and impact absorption characteristics can extend the life of the structure. Box 5.1.9 describes a successful application in the UK.

Box 5.1.9 Limbury Park Weirs

On the River Lee where it runs through Limbury Park in Luton (UK), two weirs were built of tyres in 1987 (See Figure 5.16). They were subsequently removed 15 years later in 1997 due to worries over erosion of the riverbed and banks downstream. It was also felt that the costs incurred by a biannual scrub to remove algal growth (which made the tyres slippery and a hazard to children walking on them) could no longer be justified (Clarke, 2000).

The weirs were constructed to impound the headwaters of the river in order to maintain water in the channel during low flow periods thereby improving the amenity value of the river.

As shown in Figure 5.15 the tyres were laid tread to tread on their sides on the riverbed in three arcs between the banks. A third row was then laid on top and over lapping the two upstream arcs. Concrete was then used to fill the voids in and between the tyres, binding them together and in place. The concrete provided most of the structural strength while the tyres provided the form and shape of the weir and also protection from chipping and abrasion of the concrete.

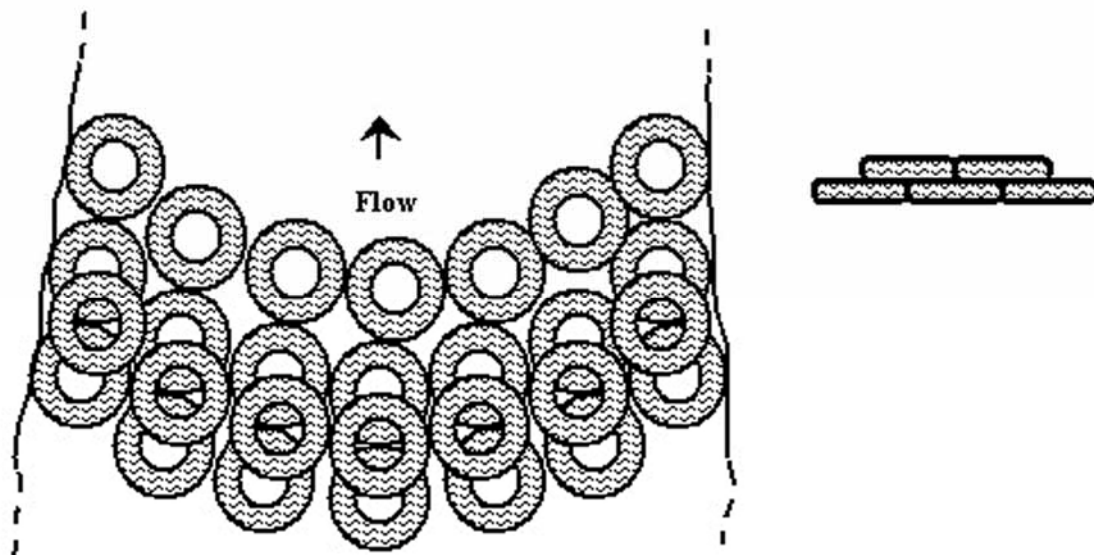


Figure 5.15 Schematic of the design of the Limbury Weirs, Luton, UK

Box 5.1.9 Limbury Park Weirs (continued)



Figure 5.16 One of the tyre weirs in Limbury Park, Luton before removal (courtesy Environment Agency)

The weirs were bounded on the banks of the river by 4 metre long lengths of ‘Dytap’ revetment block work which prevented bank erosion. A lack of such protection led to scouring and bank erosion downstream of the weirs. Removal of the structures in 1997 was based on the concerns over erosion and scouring downstream and the costs incurred for maintenance to allay safety concerns, not for structural repair. There were no concerns noted over the performance of the design, and when they were removed they were found to be still in good condition 15 years after construction (Clarke, 2000).

5.1.6 Floating breakwaters

Tyres have been used successfully in floating breakwaters - connected together to form large mats which float on the surface of the water. Their properties of elasticity and resilience reduce wave energy by creating turbulence.

Floating tyre breakwaters can be designed to suppress waves in a mild sea state but must also be able to survive the worst conditions that are likely to occur at the site. In order to significantly attenuate wave action it will need to have a beam width of the same magnitude as the incident wave height. This means for instance that for a storm with a significant wave height (H_s) of three metres and zero-crossing periods of ten seconds, the approximate dimensions of the structure would need to be three metres deep and nearly a hundred metres wide if placed in a water depth of ten metres. Thus an efficiently performing structure together with the mooring system required would need to be massive and inordinately expensive to install.

A study by Motyka and Welsby (1983) which gathered experience from seventeen of these structures in the US found that there are two main problems associated with them; a gradual loss of buoyancy, and the need for strong anchorage capable of surviving severe wave conditions.

Loss of buoyancy can be combated by the addition of polyurethane foam within the tyre cavity or periodic reinflation of the tyre crowns, and marine growth can be removed by periodic cleaning.

Whilst tyres themselves are inherently very strong, problems have arisen with methods of connecting them together. Motyka and Welsby (1983) suggest that from field tests and case histories of those investigated (steel wire, synthetic ropes, steel chain and rubber belting) rubber conveyor belting, connected by nylon bolts to form loops, was by far the best method. This system has a high tensile strength, is flexible, resilient and inert in the marine environment.

Motyka and Welsby (1983) also concluded that floating tyre breakwaters are only suitable for use in areas with short fetches (<10km) and are unlikely to survive an open/exposed coastal environment. The life expectancy of a structure even in sheltered environments with short fetches is probably ten years or less - although the Port Lothian breakwater featured in Box 5.1.10 is still working more than twenty years after it was first deployed.

Box 5.1.10 Floating tyre breakwater in Port Edgar

A floating tyre breakwater was built in Port Edgar, Lothian from Truck tyres in 1979 (see Figure 5.17). The structure successfully reduces wave action in the harbour. Waves with periods of up to five seconds are damped significantly. The major problem encountered is the growth of marine organisms on the structure causing a loss of buoyancy. This requires regular maintenance.



Figure 5.17 Floating tyre breakwater at Port Edgar

The system used for the Port Edgar breakwater is known as the ‘Goodyear module’. Figure 5.18 shows the configuration and fastening of the design.

Box 5.1.10 Floating tyre breakwater in Port Edgar (continued)

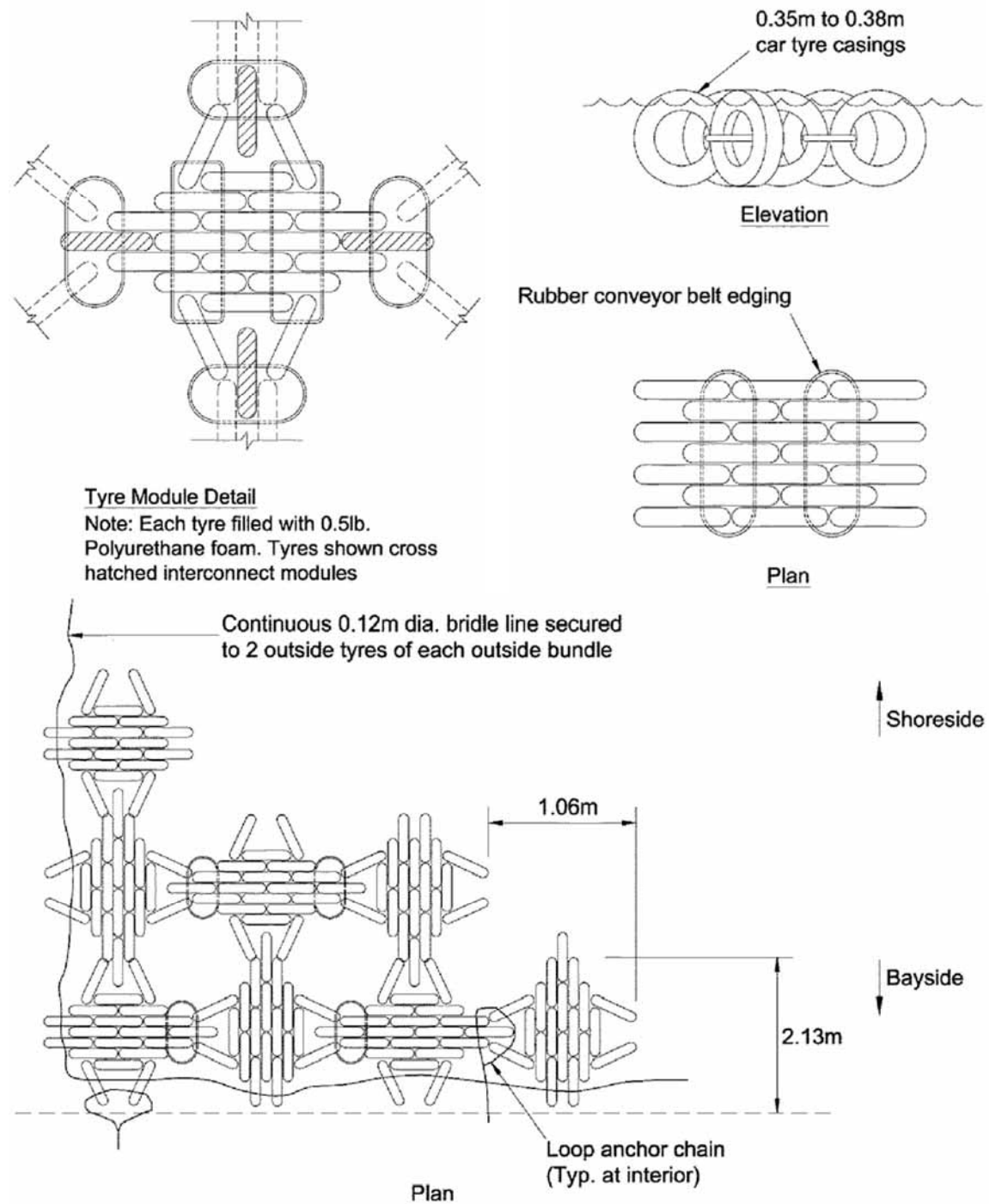


Figure 5.18 Schematic of the 'Goodyear' Tyre Module

5.1.7 Submerged reefs

Artificial reefs are man-made or natural objects placed in selected areas of the marine environment to improve or provide rough bottom habitat for aquatic organisms. By increasing the amount of this type of habitat, artificial reefs provide the potential for

increasing the total number of reef fish and other commercial species such as crabs and lobsters as well as for organisms that settle and grow on the surface of the substrate. Potential benefits that have been stated are:

- creation of new habitats
- provision of hard substrate for larval settlement in areas dominated by soft substrate
- provision of a variety of surfaces for attachment relative to current direction
- crevices provide shelter for fish and shellfish from predation
- protection of fishing and nursery grounds and benthos against overfishing by trawling
- offshore barriers for coastal protection.

Artificial reefs built from tyres are particularly popular in the south west Pacific around the Philippines and Malaya. In Malaya more than 50 reefs have been created using about 1.5 million tyres (Zakaria, 1993). Australia has built at least 30 tyre reefs (Kerr, 1992). There are about 40 on the US east coast that used approximately 700,000 tyres (Stone *et al*, 1975) and at the last count, 73 on the Atlantic seaboard (McGurrin, 1988).

Tyres are a particularly popular choice of reef material because they are:

- readily available
- low cost
- simple to assemble into units
- easy to handle manually or with mobile equipment
- durable, and
- they provide a large surface area to volume ratio providing more useful habitat than other materials.

There are a myriad of tyre configurations that have been used to form ‘reef blocks’ over the years - some of which are illustrated here.

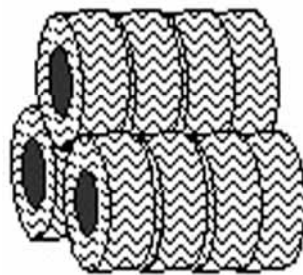


Figure 5.19 Stacks of car tyres forming a cylinder, compressed and filled with concrete (often referred to as ‘rubber rocks’)



Figure 5.20a Open lattice reef structure (using either just 4, or 13 or more tyres held together by stainless steel bolts and with the basal tyres filled with concrete)

Box 5.1.11 Artificial reef in Poole Bay, Dorset

In July 1998 tyre modules and concrete blocks (as control modules) were deployed alongside an existing stabilised coal ash reef study site in Poole Bay off the central south coast of England. Five hundred tyres were used in a range of configurations including rubber rocks, open lattice tetrahedra and concrete filled single tyre structures. Divers monitored the reef at 2 monthly intervals to determine colonisation of the structures in comparison to the concrete control blocks and also collected marine organisms for bioassay. The study continues but indicates thus far that:

- there is no significant difference between concrete colonisation and tyre colonisation
- no traces of indicator organic compounds can be detected in seabed sediments surrounding the reef
- the concentrations of zinc were not significant in the organism bioassays in comparison with either the natural reef or the concrete controls.

Box 5.1.11 Artificial reef in Poole Bay, Dorset (continued)



Figure 5.20b The tetrahedral design used on the artificial reef in Poole Bay, Dorset, UK (courtesy of Dr K.J. Collins)

Often, as illustrated (Figures 5.20a and b), tyres are built into 3D units or ‘modules/lattices’ of various sizes fastened with rope or plastic strapping. This is a common practice in areas where they are to be deployed in relatively low energy environments. These fastenings are not satisfactory for higher energy environments where bolting the tyres together is considered more advisable.

There are basically three types of tyre reef structures:

- a) ‘Rubber Rocks’ – stacks of 6/7 car tyres forming a cylinder filled with concrete (see Figure 5.19). This design has been employed in the USA and elsewhere. Each ‘rubber rock’ is composed of up to 10 car tyres stacked vertically, compressed, secured with bands and then the centre filled with concrete. This forms a unit 1m high by 70cm in diameter and weighing 200kg. These ‘modules’ can then be linked together via a steel eye set in the concrete to construct a reef unit.
- b) ‘Tetrahedra’ – open lattice structures using either 4 or 13 tyres held together with stainless steel bolts and with the basal tyres filled with concrete (Figure 5.20a). This type of structure is widely used in Southeast Asia and Australia to attract fish. Tyres are usually drilled and bolted together with stainless steel fixtures to achieve the desired shape with three tyres making up each of the four sides. Smaller tetrahedra utilising four tyres (1per side) have been used in an experimental tyre reef in Poole Bay off the south coast of the UK (see Figure 5.20b).
- c) Concrete-filled single car and lorry tyres. Single tyres filled with concrete to form a solid disc can be held in place by a steel pole driven into the seabed through a hole in the centre.

The modular form of these units allows easy handling and deployment. However the construction, securing and anchoring of the modules underwater into an arrangement to form a reef typically requires the help of specialist divers.

There are numerous reef structures built with these modular types either exclusively or in combination but typical arrangements are illustrated in Figure 5.21.

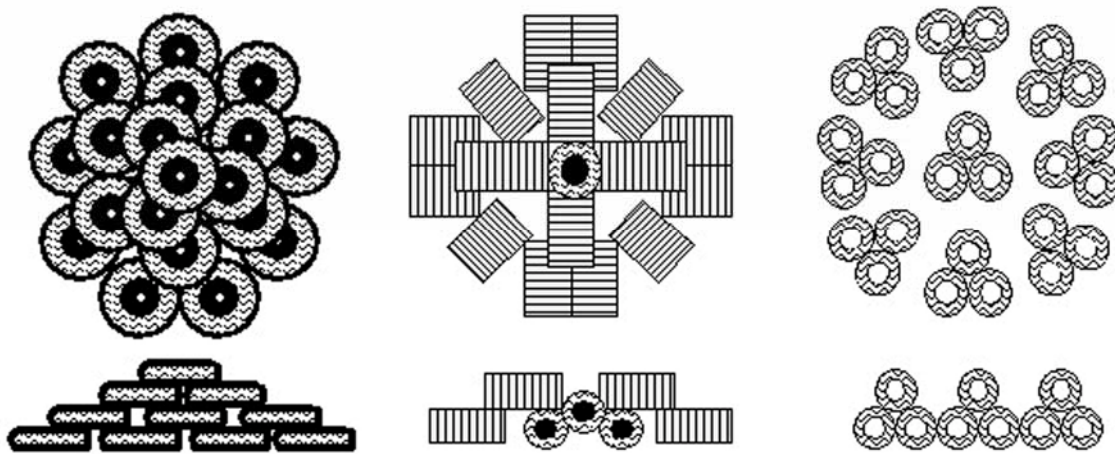


Figure 5.21 Plan and side elevations of modular tyre reefs

Reef design is not an easy process as many amateur clubs and groups have discovered. Poorly conceived efforts in the past have incurred a variety of problems and attracted bad publicity. Typical problems encountered were:

- The use of light insufficiently weighted materials, which ended up miles away from the intended reef site or on popular bathing beaches. Strong winter storms can up-route and transport materials away. Shifting reef materials can obstruct commercial trawl nets. (This led to restrictions on their use or banning in some States such as Washington and California (Stone, 1985)).
- Inadequate buoys and buoy chains, which resulted in the loss of the markers - and the location of the reef. A reef without buoys can be extremely difficult to find even with modern bathymetric echo-sounding equipment.

These structures must be placed so that they do not conflict with other users of the marine environment such as commercial fishing, shipping, or dredging.

To increase stability of the structures and to reduce the risk of scattering of reef components during storm wave action the tyre modules should be linked together with steel cable or chain, ballasted with concrete and if required secured to the seabed with anchor poles/piles or equivalent.

In 1986 and 1987 the New Jersey Division of Marine Fisheries constructed and deployed a number of reefs using a variety of structures and module designs, some ballasted with concrete and some not. Ten different module types were tested in the Atlantic off the New Jersey coast (Myatt *et al*, 1989). The stability of the units was assessed according to whether or not they moved and how far they moved if they did (or even if they could be found again!). The following inferences were drawn from the experiment:

- In general, reef units with increasing submerged unit densities showed better stability. The range for submerged unit densities for the successful tyre types were 266 to 499 kg/m³.

- Stability increased with increasing ballast-to-rubber ratios. Those units with a minimum of 10 kg of concrete per 1 kg of rubber were the most stable.
- Higher ballast-to-tyre ratios also increased stability for units with 12-42 kg per tyre.

From these findings a minimum submerged density of 275 kg/m^3 , a submerged ballast-to-rubber ratio (by weight) of 10 and ballast to tyre ratio of 11 could be recommended for a performance-based specification for artificial reef module construction using tyres. This does not preclude variable modular designs so long as they meet the performance criteria.

To alert fishermen and other mariners to its position marker buoys should be strategically placed about the reef. The number and size of buoys required will depend on the placement, depth and extent of the reef scheme. However a minimum of two is recommended for even the smallest scheme in the event that one may be lost during a storm event, or become damaged or stolen.

Maintenance and inspection of reef units, anchors, buoys, buoy chains and the structures themselves need to be conducted regularly (see chapter 6). These are all reasons why habitat enhancement with artificial reef structures should be managed by qualified individuals with financial support.

5.1.8 Fenders for wharf's, boats and shipping

Whole tyres have been used for many years on small water craft, boats, barges, docks (see Figure 5.23) and wharves (see Figure 5.22) as fenders for mooring. Laminated rubber offers good durability for these tasks because of its good load deflection, energy absorption and toughness. Some commercial users prefer to use used aircraft tyres which do not contain steel radial wires. Radial wires can cause damage to shipping if tyres are accidentally lost into the water and become entangled with propellers.

Usually tyres are slung singly by ropes or chains over the gunwhale or quayside to absorb mooring energies and prevent damage to vessel and quay alike.



Figure 5.22 Tyres used as mooring fenders on Lowestoft wharf s (courtesy Sorrell Flood Protection)



Figure 5.23 Tyres used as fenders on tugs and workboats (courtesy Sorrell Flood Protection)

Another use commonly found in yacht harbours and estuaries around the country is that for cushioning yacht hulls against pile rubbing strakes during periodic cleaning and maintenance. Cut tyre treads are also used on the corners of pontoons to protect against hull damage.

There are also more sophisticated commercial tyre fender designs for much larger vessels such as the Reykjavik Truck Tire Fender system described in Box 5.1.12.

Box 5.1.12 Reykjavik Truck Tire Fender system

The Port of Reykjavik in Iceland developed the Reykjavik Truck Tire (RTT) fender system (see Figures 5.24 and 5.25). The system is primarily intended for freighters and container vessels up to 170m length overall (Loa) or up to a maximum of 17,000 dead weight tonnage (DWT). Fenders have proven to provide very good protection for freight and container ships. Each fender consists of 6 truck tyres, connected in one stack by four steel rods which are suspended horizontally on the quay face. For quay walls that are constructed of steel sheet piling, the RTT fenders are placed in the flutes of the steel sheet pile bulkhead (see figure 5.24). Usually the whole quay wall is covered with fenders, with either one or two fenders stacked vertically (see figure 5.25).

The diameter of a typical RTT fender is about 1.1mm. With the steel sheet pile bulkhead having flutes of 0.2m depth, the fenders reach approximately 0.9m out from the quay-line. Usually, cylindrical or arch fenders, protruding about 0.4m out from the quay-line, are placed along the cap beam. For approximately 45-50% deflection of the RTT fenders, the cylindrical or arch fenders come into play.

Box 5.1.12 Reykjavik Truck Tire Fender system (continued)

The deformation characteristics for RTT fenders are similar to that of pneumatic type fenders and often the same assumptions may be used for RTT fenders as for pneumatic type fenders.

The reaction force and the energy absorption for the RTT fenders, determined from 33 repetitive compression tests on steel sheet profile, are:

$$P_{50\%} = 9.7t \quad E_{50\%} = 2.36t/m \text{ with } P/E_{50\%} = 4.1t/t-m$$

The Reykjavik design found that by covering the whole quay with RTT fenders, two rows in height, spaced at 1.6m o.c., the RTT fenders can provide adequate energy absorption for berthing impact loads for ships up to 17,500 DWT (assuming the mean deflection of the fenders engaged is 25%).

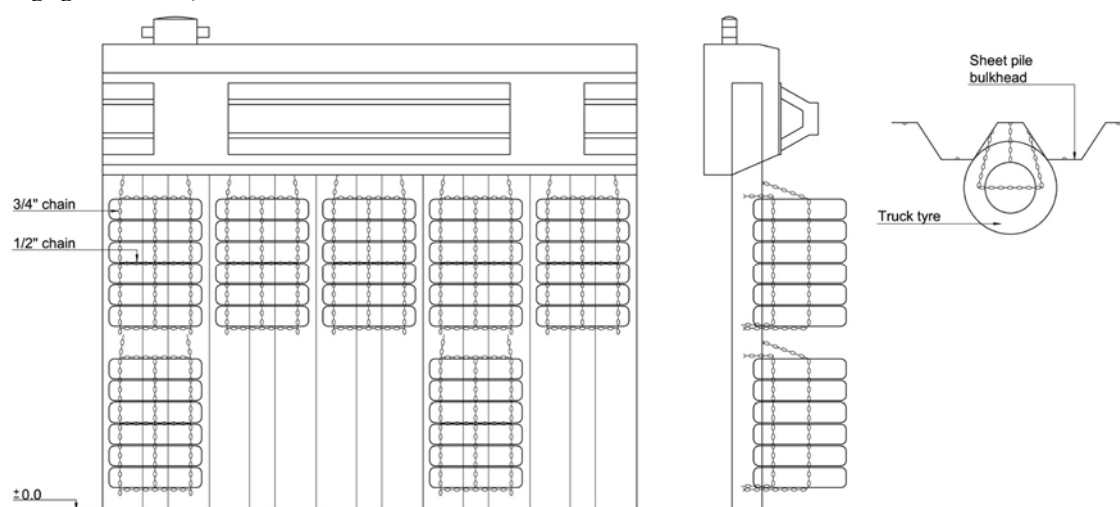


Figure 5.24 RTT ship fender system 1

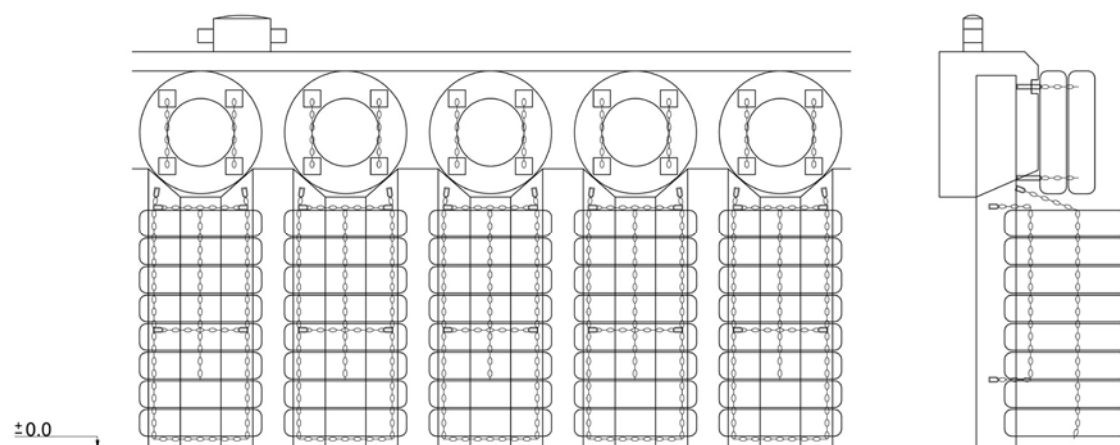


Figure 5.25 RTT ship fender system 2

5.2 TYRE BALE SOLUTIONS

5.2.1 *Hearding to concrete structures*

Tyre bales can and have been used quite extensively especially in the USA (see Box 5.2.1) as hearding for concrete structures. Although viable for non marine applications (see Section 5.2.7) the use of bales in this way does not demonstrate a best value engineering solution for tyre bales; i.e. this use does not make the best use of the properties of tyre bales other than as a bulk fill substitute. There may be mitigating factors however such as a saving on transportation costs and reduction in energy emissions or a scarcity in other reuse options.

Box 5.2.1 Pecos river concrete block retaining wall

Tyre bales were used in 1997 by the New Mexico Environment Department (NMED) to stabilise the bank of Lake Carlsbad on the Pecos River in New Mexico in the United States. There was bank erosion due to the wave action caused by passing water traffic. Around 700 000 scrap tyres were utilised in the project to stabilise approximately four thousand feet of river bank. The water was drained and the tyre bales were placed in a trench about one metre deep along the edge of the river. They were placed on a concrete foundation containing steel reinforcing bars and encapsulated in concrete. A concrete block retaining wall was constructed on top of the bales and fill placed behind (see Figure 5.26). (Encore Systems Inc, 2003.)



Figure 5.26 Bank stabilisation of the Pecos River in New Mexico using tyre bales (courtesy Encore Systems)

5.2.2 *Hearding to coastal rock structures*

The model testing of a tyre bale revetment under wave action as described in Appendix 5 concludes that they weigh too little to withstand even moderate wave forces without substantial anchoring. An alternative is to utilise them as fill material within conventional defence structures such as rock groynes, rock revetments, beaches (see Boxes 5.2.2 and 5.2.3) and concrete walls (see Section 5.2.1). This application makes use of the energy absorption capabilities of the bales in withstanding wave energy transmitted through the overlying rock armour layer.

Box 5.2.2 Selsey rock armour coast protection

There are advanced plans to use tyre bales as a filter layer beneath rock armour in a coastal defence structure at Selsey, West Sussex, UK. A design (see Figure 5.27) has been drawn up to test them in a shore parallel rock revetment at the top of an eroded beach.

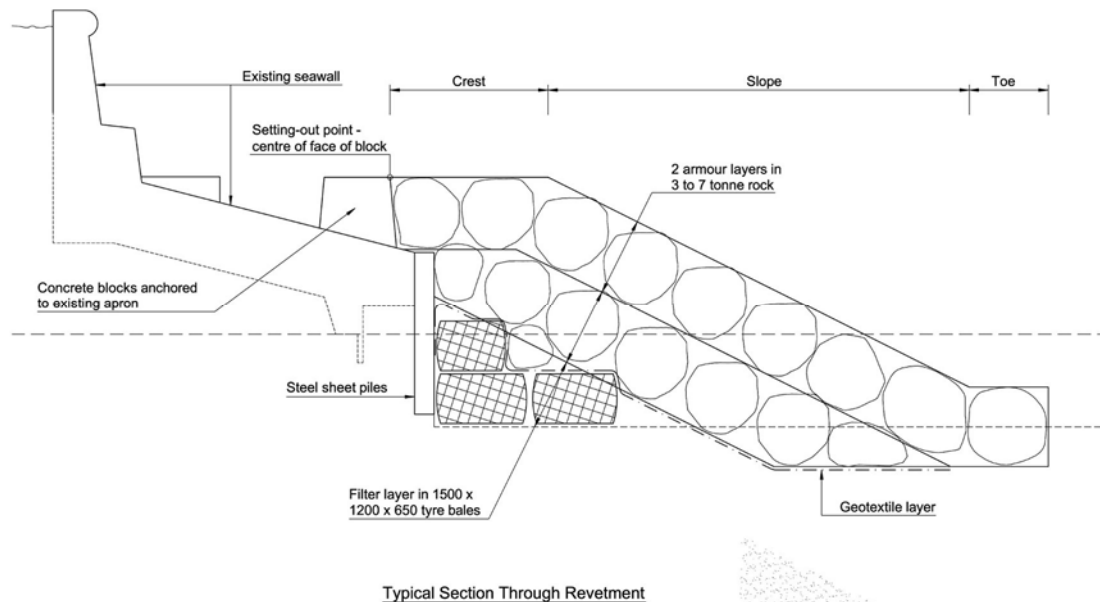


Figure 5.27 Design for the rock armour revetment at Selsey in West Sussex

Tyre bales were considered for use in this case for several main reasons:

- a potential cost saving
- demonstrating the potential reuse of a waste material
- to examine the performance characteristics of tyre bales in a full scale toe revetment structure under rock armour.

By April 2004 draft contract documents had been prepared and a FEPA licence had been obtained. However, further progress was delayed whilst Defra approval was sought.

It was apparent by November 2004 that it was highly unlikely that approval for the scheme would be given within the timescale of the overall research project, but it was thought important to report as much as possible of the scheme development for future reference (See Appendix 8, Section A8.3).

Present indications suggest that it is unlikely that the scheme will go ahead during the financial year 2004/5. The scheme may become subject to the emergency provisions under the Coast Protection Act if the condition of the seawall further deteriorates.

Rock armour groynes may also be envisaged as shown in Figure 5.28. A hearting of tyre bales could be overlain with conventional armour rock to aid in wave energy absorption. However model testing and prototype assessment has yet to be conducted on this design. One of the main questions relates to the potential long-term deformation of the bales under the weight of the overlying rock.

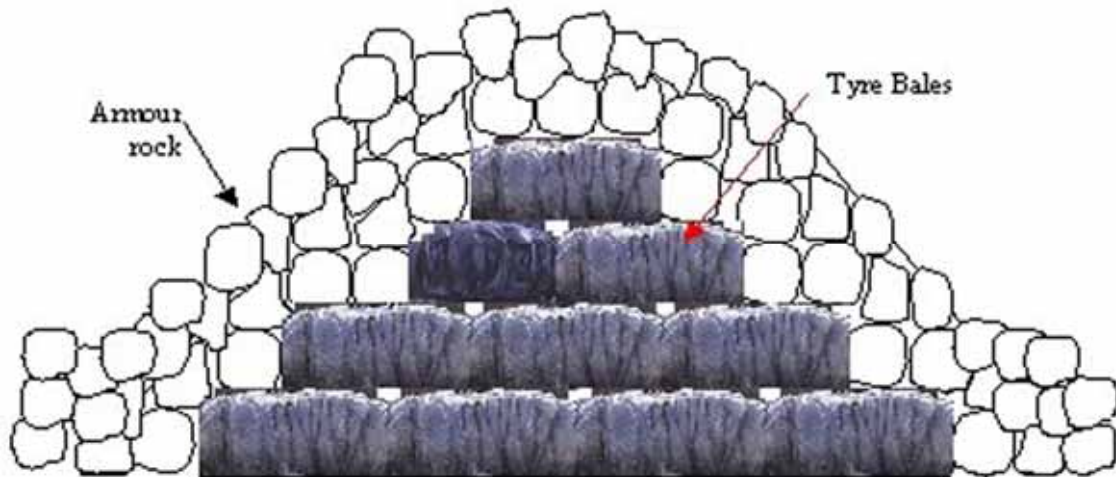


Figure 5.28 Suggested test tyre bale configuration as hearting for rock groynes

5.2.3 Beach nourishment substitute

On first consideration the idea of using tyre bales as a bulk fill in shingle beaches may appear to have as limited benefits as when used as bulk fill in concrete hearting (See Section 5.2.1). However here they are a part solution to a resource scarcity problem. Beach shingle is dredged from the seabed in vast amounts for renourishment schemes in the UK. Any reduction in dredging is welcome as it preserves the offshore shingle resource for the future and for higher value applications.

Box 5.2.3 Pevensey Bay shingle beach nourishment substitute

Pevensey Beach is a 9 km shingle embankment that protects 50 km² of the low-lying Pevensey Levels, 35 km² of which is a Site of Special Scientific Interest (SSSI). A major beach replenishment took place during the summer of 2002. However, littoral drift through Pevensey bay results in a net loss to the frontage of 20,000 m³ per year. This amount has to be replenished annually to maintain the level of defence. This would normally require the import of large amounts of natural shingle to build up the beach to the required level. A pilot trial was carried out in which 350 tyre bales were buried in the landward side of the beach in November 2002, generating shingle that could be used on the seaward beach slope and crest.

The bales were used, placed in a block 14 bales long, 5 bales wide and 5 bales high. A geogrid (Tensar SS20) (4mtr wide) was placed on the shingle below the bales and wrapped round them as they were placed, so that the entire block was enclosed within it. Early construction is shown in Figure 5.29. The geogrid is a reinforcing geosynthetic fabric which holds the bales together, but has open mesh spaces in a grid pattern large enough to allow shingle to migrate into the bales. The first 8 rows (East to West) had shingle placed into the voids between the tyres which were then washed over with water pumped by a 2" centrifugal pump for 2hrs to assist shingle ingress. The other 6 rows were encased with 'lotrak 1800' geotextile with no shingle placed between the voids. The geofabrics were overlapped by 500mm and the geogrid tied together with 6mm nylon rope. The geogrid was stitched together along the landward edge using 10mm rebar bodkins.

Box 5.2.3 Pevensey Bay shingle beach nourishment substitute (continued)



Figure 5.29 Installation of bales in the beach at Pevensey Bay in East Sussex (courtesy PCDL)

To assess leaching, five groundwater sampling wells (vertical pipes of 100mm diameter ‘Osma’ drain) were placed in and around the tyre bales on Pevensey Beach (see Figure A8.14), one in the centre of the bales at row 7, one at each end, and two more distant ones in the surrounding beach. Zinc was used as the main indicator of tyre leaching. Detailed monitoring (See Figure 7.1) of the Pevensey beach tyre bale trial has demonstrated that levels of zinc leachates in beach interstitial water are below EQS levels and are declining with time. It has proved possible to model the levels of zinc observed within the tyre bales and no evidence of cadmium contamination has been found even within the tyre bales (Collins *et al*, 2004). (A full account of the monitoring is given in Appendix 8).

Box 5.2.3 Pevensey Bay shingle beach nourishment substitute (continued)



Figure 5.30 Pevensey Bay project near completion with sampling pipes in situ. (courtesy PCDL)

Once buried the tops of the tyre bales were about 1.15 m below the surface level of the beach. In addition, the area was surcharged by 0.25 m to allow for settlement. The area is crossed by traffic from the adjacent Environment Agency Salt Haven Depot on Coast Road, which accelerated settlement and compaction of the overlying fill. Settlement plates were installed in the structure at rows 4 and 11. The bottom plate was placed on top of the geogrid underneath the bottom bale. The top plate was placed underneath the top bale. Movement was monitored over two years from construction, and the results showed that the long term settlement/creep of filled bales over 18 months (about 0.4% strain) was about half that of the bales which were only wrapped (0.9% strain). Also there was no evidence of bales moving up through the beach and they appear structurally to be very stable.

Tests carried out by HR Wallingford show that tyres bales have high permeability in both the horizontal and vertical directions, similar to the clean, rounded gravel of the surrounding shingle (See Appendix 4). Measurements of water levels were made in the groundwater sampling wells to see if the bales caused any difference in water levels compared to surrounding areas of the beach.

The basal layer of tyre bales is founded just below the high water level of neap tides. It was thought that this would ensure that the basal layer was flooded daily. However, in practice it was found that the hydraulic gradient across the beach was higher than anticipated, and it was only at spring tides that any water was recorded in the wells.

Box 5.2.3 Pevensy Bay shingle beach nourishment substitute (continued)

Tyre bales could be used for bulk fill on a much larger scale at Pevensy and other beaches, and result in a significant demand for the number of bales in the Southeast of England.

(A method statement for the installation of the bales was prepared by the client, Pevensy Coastal Defence Limited. In addition, Planning Approval had to be obtained from the Environment Agency, and a waste management licence was required for the use of the tyres).

The performance of the tyre bales at Pevensy has been monitored over two years since construction. This trial could pave the way for much wider use of tyre bales for this purpose in beaches around the UK.

5.2.4 *Hearting to embankments*

The inherent properties of tyres mean that they can provide a useful alternative to natural aggregates for use as lightweight fill in embankments. The aim of using lightweight fill is to reduce the overall ground (or vertical) pressure, thus reducing the settlement and the risk of slope or foundation failure. Tyres allow for a reduction because they reduce the load in comparison with traditional materials.

Lightweight fills can be developed using:

- tyre bales
- whole tyres
- cuts – 300mm to ½ tyre
- tyre shreds – 50mm to 300mm
- tyre chips – 10mm to 50mm.

The choice will depend on the relative costs of treatment, transport and locally sourced materials as well as the site or structure-specific requirements

Lightweight tyre fill (in whichever grade) may replace materials commonly used such as:

- light weight expanded clay aggregate
- lightweight concrete
- pulverised fuel ash (PFA)
- expanded polystyrene blocks.

As a potential major user of used tyres, this area has received much attention. In the US, ASTM standards (1998) have been developed for tyre use as lightweight fill in civil engineering applications.

The specific advantages for use as embankment fill are:

- reduced settlement (after initial loading)
- increased stability due to low density
- improvements in strength and reduced deformation when mixed with moderately plastic clay soils
- improved angle of friction when mixed with silty plastic clay

- high compressibility on initial loading, but reduced compressibility on subsequent unloading and reloading
- a cohesion intercept for tyre shreds ranging from 8 to 11kPa
- a high Young's Modulus during unloading and reloading cycles.

Tyre shreds and tyre bales have been used in embankments and levees. One such example is the use of tyre bales in an embankment on the River Witham near Lincoln in the UK.

Box 5.2.4 The River Witham flood defence embankment improvement

In 1997 an Environment Agency (EA) Strategy Study carried out by Bullen Consultants for the lower River Witham system in Lincolnshire concluded that some of the flood embankments were in poor condition. A phased scheme of improvements was drawn up involving approximately 130km of defences, storage embankments and berms. A contract package to address the most urgent embankment works was progressed as a partnership between the Environment Agency, Bullen Consultants and May Gurney Construction.

The site utilising tyre bales is a 1500 metre stretch of river embankment, however the same embankment serves as a flood defence barrier for Branston Island. This is an emergency flood storage area during times of extremely heavy rainfall and high water levels in the system.

An assessment of the embankment reported that it was only approximately 2.5 metres wide at the crest and badly eroded. The crest needed to be widened to improve structural integrity and performance and also to improve safety during access along the bank for maintenance works. The plan involved stabilisation of the flood defence by widening the crest to 4 metres, reprofiling the embankment, berm reinstatement and toe protection (see Figure 5.31 and 5.32).

However there were problems to be overcome. A peat base underlies the embankment. In order to prevent slippage of the embankment, its slope would have had to be 1:4. This would widen the footprint of the base of the embankment encroaching on 11kV powerlines and a drainage ditch (locally known as a soke dyke) both running parallel to its entire length. Moving the soke dyke and the power lines would have had several environmental disbenefits as well as being costly. Tyre bales being of lesser density material meant that the footprint of the embankment could be reduced and concurrently the slope made steeper, removing the need for additional works and related costs. It is estimated that when complete the scheme will have utilised over a million tyres.

Box 5.2.4 The River Witham flood defence embankment improvement (continued)

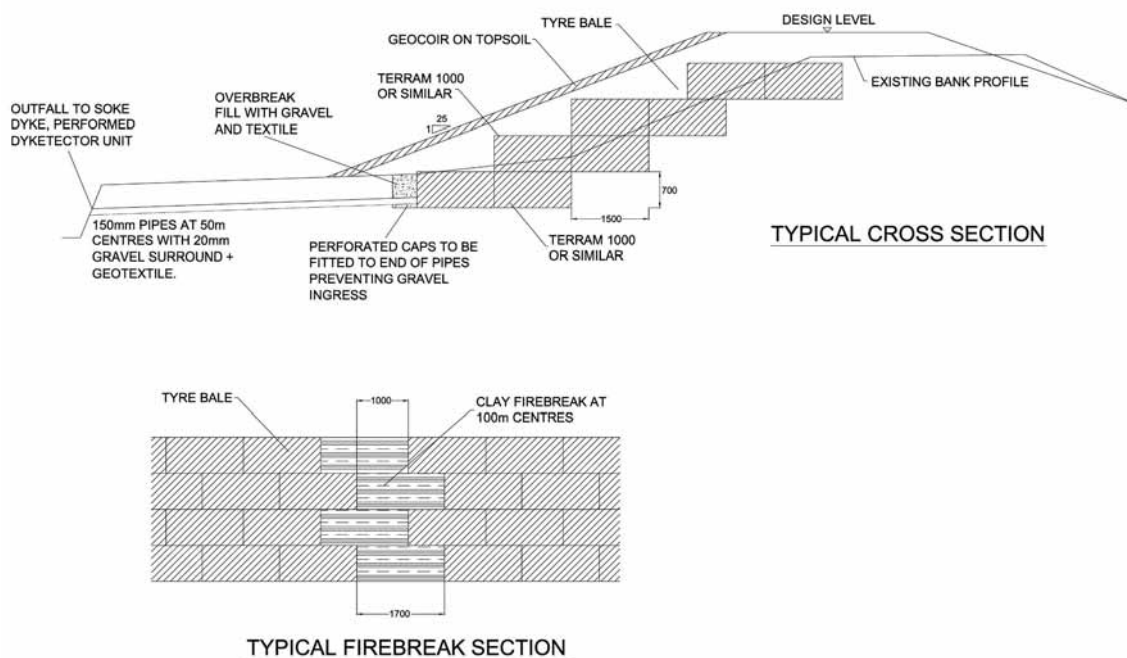


Figure 5.31 Design and works for the River Witham Flood Embankment (courtesy Environment Agency)

Box 5.2.4 The River Witham flood defence embankment improvement (continued)



Figure 5.32 Construction of the River Witham Flood Embankment, near Lincoln (courtesy Environment Agency)

Because the scheme was a pilot project the Environment Agency set up a water-monitoring programme. There are currently two surface water quality monitoring points that are already part of a regular sampling programme, and further sampling points have been installed at various points along the length. Samples are tested using a suite of analyses routinely used by the Environment Agency. Preliminary results from this monitoring are given in the pilot project summary in Appendix 8.

Box 5.2.5 River Enrick flood embankment near Glen Urquhart, Scotland

The River Enrick near Glen Urquhart in Scotland needed remedial works to prevent spate flooding of adjacent land. Initially it was hoped that piles could be used to secure a new bank however only two were driven (see Figure 5.33) before it was decided that the ground was too hard for the wooden piles and another solution had to be found. Tyre bales had already been used on Forestry land to build and repair remote roads on very soft ground and they were keen to trial other applications. In this instance the bales were locally available and a preferred option to heavier aggregate which would have caused more extensive damage by lorries accessing the site.



Figure 5.33 Construction of the Enrick embankment (courtesy Northern Tyre Recycling)

Box 5.2.5 River Enrick flood embankment near Glen Urquhart, Scotland (continued)



Figure 5.34 The finished river embankment



Figure 5.35 Rock armour placed for bank toe protection

5.2.5 *Armouring to banks of small rivers or streams*

The benefits of using tyre bales as armouring to banks of small rivers and streams may be two-fold; improved drainage and erosion protection. The permeability qualities of tyre bales allows adequate drainage of water through them into the watercourse, and their durability will ensure maintenance of the bank slope and position if surface cover is lost. Bales in their 'natural' form may also be useful for providing bed or toe protection when buried under a layer of natural bed material.

Box 5.2.6 The Nairn River near Clava in Scotland

One such scheme that could be described as armouring is that of the River Nairn near Clava in Scotland. This is a privately owned section of the riverbank sited immediately downstream from a bridge abutment (See Figure 5.36). Here erosion of the soil bank downstream of the abutment was creating concern for the landowner that during high spates the river would flood onto his property. A loss of amenity was also an issue as this is also a popular fishing location.



Figure 5.36 The Nairn River Bank, during construction (courtesy Northern Tyre Recycling)

Box 5.2.6 The Nairn River near Clava in Scotland (continued)



Figure 5.37 The Nairn river bank with topsoil replaced (courtesy Northern Tyre Recycling)

Figure 5.37 shows the bank slope that was achieved by using bales placed at the desired angle (Figure 5.36). Figure 5.36 also shows the rock toe that was created to prevent undermining of the bank and the bales. This also serves as a fishing platform for easy access to the water's edge after descending the steps built into the bank. To secure the bales, wires were anchored into the bank with metal pinions at either end of the structure, and then stretched horizontally across them and pinned at intervals. Topsoil was replaced to cover the bales and re-seeded with grass. Drainage is reported to be good and the grass has established well. However the bank shows signs that the topsoil is vulnerable to being stripped away during spate flows as erosion is becoming apparent in places. A more natural vegetative cover would be preferable to the 'manicured' grass as seen here. A mix of indigenous planting would help to stabilise the topsoil further as well as visually blend the embankment into the surroundings and make it look more natural.

5.2.6 Bales in gabions

There is also the potential for tyre bales to be used in gabion boxes for revetments provided they are stable under fluvial flow conditions. Encasing the bales in mesh boxes (see Figures 5.38 and 5.39), filling the voids around it with suitable aggregate, wrapping them in geotextiles and finishing the structure with a vegetative/turf cover may be a suitable option for upper river banks.



Figure 5.38 Tyre bale as centre fill for gabion box (courtesy Northern Tyre Recycling)



Figure 5.39 Tyre bale as rear fill for gabion box (courtesy Northern Tyre Recycling)

Caution would need to be applied to the use of the tyre bale as rear fill to a gabion as shown in Figure 5.39 as this makes the gabion heavier on the front (face) side. Appropriate design and attention to any stability and anchoring issues would perhaps be

worth-while as there is the benefit of saving significant weight through the reduction in aggregate used to fill the gabion.

It should be noted that no flume testing of gabion baskets containing tyre bales has yet been conducted and currently there are no formal recommendations for their use.

5.2.7 Other potential uses

There is the potential for other uses that have not yet been fully developed, demonstrated or used extensively in the UK, for instance:

- **tyre bales as a bulk fill replacement in block concrete** access ramps/slipways (Bales may require holding down to prevent uplift in fluid concrete, see Figure 5.40). Here concrete in the core of the structure would be replaced by tyre bales, however, the structural loads would still be carried by the surrounding concrete. The finished product looks just like a traditional concrete block (see Figure 5.41), yet it is much lighter. The main benefit here would be in lower transport costs and the ability for use on ground of restricted weight bearing capacity. Less weight may also aid in accessing areas traditionally difficult to get heavy plant into; i.e. lighter construction/lifting plant can be used instead of heavier vehicles.

Figure 5.42 shows an example of a car ramp constructed from these blocks. Similarly designed coastal and river structures such as boat launching ramps or promenade access ramps for example could be envisaged (subject to the restrictions discussed in Section 3.7).



Figure 5.40 Concrete being poured around tyre bale into block cast (courtesy Northern Tyre recycling)



Figure 5.41 The tyre bale/concrete block product (courtesy Northern Tyre Recycling)



Figure 5.42 Car ramp constructed of tyre bale/concrete blocks (courtesy of TRL Ltd ©)

- **tyre bales as a bulk fill replacement behind vertical walls.** Conventional backfill material could be replaced by tyre bales as an engineering alternative to reduce active pressures on the wall and/or to increase permeability of the fill. This concept has been used in highway engineering but to date there are no known applications in port, coastal or river engineering.
- **tyre bales as the structural element in pontoon buoyancy units.** Bales wrapped in a suitable buoyant membrane may make effective pontoon floatation units (– dependant on the development of a suitable membrane).
- **tyre bales combined with an impermeable layer as a temporary flood wall.** This use was trialed on the River Derwent in Yorkshire with moderate success. (Further testing is required to establish hydrostatic limits and methods of securing/anchoring the bales).

5.3 TYRE SHRED/CHIP SOLUTIONS

5.3.1 Lightweight backfill behind retaining walls

Whole tyres, shreds and chips can also be used as lightweight fill behind retaining structures. Here the aim is to reduce the horizontal earth pressure on the back of the wall. Box 5.3.1 shows the simplified equations that illustrate this principle.



Figure 5.43 A sample of tyre shred

Box 5.3.1 Pressure equations for retaining walls

The equations below are based on Rankine's theory of earth pressures. Equation 1 is for drained conditions in granular soils with a smooth frictionless vertical wall and horizontal surface to the retained ground. Equations have also been developed for cohesive soils, battered back walls, and sloping retained ground (Smith, 1990).

Equation 1: Coefficient of active earth pressure

$$k_a = 1 - \sin \phi' / 1 + \sin \phi' = \tan^2 (45^\circ - \phi'/2)$$

Equation 2: Active pressure at failure

$$p_a = k_a \gamma' z$$

Where:

- k_a = coefficient of active earth pressure
- p_a = horizontal active pressure on wall
- γ' = effective density of retained fill
- z = depth below ground surface
- ϕ' = effective angle of internal friction

For tyres the effective density of retained fill (γ') will be much lower than for natural aggregates, reducing the horizontal stress behind the wall. Reduced horizontal stress here lowers the active pressure (p_a) on the back of the structure. This allows for a lighter and more economical construction of the retaining wall.

There is quite an extensive history of research undertaken in the area of tyre lightweight fills by a number of researchers including Drescher and Newcomb, 1994; Humprey *et al.*, 1993; Ahmed and Lovell, 1993; Tatlisoz *et al.*, 1998 and Lee *et al.*, 1999.

Specific advantages for use as backfill to retaining walls that have been identified include:

- an increased factor of safety (Cecich *et al.*, 1996)
- soil-tyre chip mixtures have significantly higher shear strength than soil alone
- tyre chips and soil-tyre chip mixtures have a similar geosynthetic pull-out force to soils
- large amounts of exposed steel belt produce a lower coefficient of earth pressure at rest (k_0), and a lower shear strength, indicating a potential advantage in steel bound tyre shred for retaining wall backfill. For a normally consolidated soil a higher shear strength (ϕ') would normally produce a higher k_0 .

5.3.2 Rubberised asphalt

Crumb rubber may be used to produce rubberised asphalt, or poroelastic asphalt, as it is also known. The material is an open-textured asphalt mixture with a very high void percentage made possible by the addition of rubberised bitumen as a binder. It provides a variety of benefits that include a longer lasting surface, resistance to rutting and cracking, reduced road noise and reduced costs. Blending crumb rubber with asphalt and aggregate under specific conditions produces rubberised asphalt. A crumb rubber producer grinds waste tyres into crumb rubber. The crumb rubber is then blended with the asphalt and aggregate in a preset formula at the asphalt plant under the 'wet' process and shipped to the construction site for use. Rubberised asphalt can be used on a large scale, employing technology already available in the road-building industry.

The County of Los Angeles began limited use of rubber in asphalt in the 1970s. It now uses it on 75 percent of its highway resurfacing projects, using funds for road construction generated by gasoline taxes.

The use of rubberised asphalt in road surfacing has provided a number of benefits that include:

- a longer lasting surface (50 - 100%)
- resistance to rutting and cracking
- reduced road noise (50 – 80%)
- reduced cost of project and/or ongoing maintenance expenses.

The use of rubberised asphalt in the UK was certified by the Highways Agency after it performed well in a two year trial in Surrey and an evaluation was made of other roads.

The County of Los Angeles has also been using rubberised emulsion aggregate slurry (REAS). REAS is defined as crumb rubber blended into asphalt emulsion at ambient temperature and used as slurry on road surfaces. Los Angeles has used REAS since

1993, paving more than 1,330 lane miles. This has utilised 104,000 tyres (at 78 tyres per lane mile) (Amirkhanian, 2001).

There are no known examples of the use of either rubberised asphalt or REAS in any port, coastal or river engineering schemes however there is the potential to develop uses such as:

Structure	Use
Dune protection and seawalls	Revetment above high water
Protection of sea/river bed	Aprons placed in the dry
Groynes	Special cases (capping)
Dykes and closure dams	Revetment above high water

Development of these applications would require a programme of pilot studies for testing and monitoring performance before any recommendations could be made as to the suitability of the materials for these uses. The few recent applications of conventional asphaltic materials in the UK have been focussed on the use of open stone asphalt and open sand asphalt (see Masters, 2001). These materials are efficient at absorbing wave action in their open structure, but it might be possible to improve this further with the inclusion of rubber crumb, given the increased resilience to dynamic loadings of road surfaces constructed with rubber crumb materials. If such structures were to be considered, care would need to be taken to examine the nature, rate and consequences of any leachates.

6. *Durability, monitoring and maintenance*

6.1 WEAR AND ABRASION

Tyres are designed to be strong and durable. Worn or ‘used’ tyres that have served their original purpose on vehicles still have a structural durability that can be utilised.

Prevention of the Ultra-Violet (UV) light degradation of the rubber surface of tyres is important when considering the re-use of whole tyres. As well as reducing the rate of leaching of metals from the tyre (see Section 3.1) it also helps to maintain the integrity of the tyre by preventing water ingress between its structural elements and thus preventing loss of cohesion. This is another reason for being careful to select tyres that have not been worn to the belt or canvass, or that have large or numerous deep splits and cuts in the outer rubber layer that penetrate to these layers. Generally, if these layers or metal reinforcing wires can be seen, the tyre should not be deemed suitable for reuse as a ‘whole’ tyre for engineering purposes.



Figure 6.1 Damaged tyre with exposed radial and reinforcing wires

Tyres may be exposed to abrasion from suspended sediments in water, or by mobile beach materials. Tyres exposed to repetitive impacts, abrasion or wear should be regularly checked for condition and damage. For example river pile and post revetments utilising tyres are exposed to the mooring activities of river craft which may result in cuts, gouges, rips and tears of the tyre fabric. Severe damage may result in the emergence of the steel reinforcing wires which not only impairs the structural

performance of a tyre but may also be an entrapment and puncture hazard to wildlife or to people. Exposed wires may also damage adjacent components such as geotextiles - which in turn could lead to further structural problems (for instance, loss of fines from backfill material).

A single tyre failure may lead to the partial loss of a structure such as a floating breakwater where structural integrity under severe conditions may depend on all components working properly. Punctures through the tread and sidewalls of tyres in breakwater structures can significantly affect their performance. Their margin of positive buoyancy is slight to begin with and some have had to have supplementary floatation added to improve their performance. Leakage of air from the tyre cavity through cuts and punctures would decrease their ability to remain afloat even more.

6.2 ULTRA-VIOLET LIGHT DEGRADATION

Carbon black, used to strengthen the rubber in tyres and aid abrasion resistance, also serves to block the damaging ultra violet component of sunlight, extending the life of rubber. Sulphur and zinc oxide in the tyres also prevent rubber degradation by providing covalent bonding allowing elastic deformation. Loss of these chemicals through leaching can thus accelerate the ageing process. If tyres are kept away from sunlight, placed underwater or buried underground however, surface degradation is effectively eliminated and leaching substantially curtailed (Collins *et al*, 2002.)

It is therefore recommended that, where possible, tyres are either used in buried applications or where they are permanently covered by vegetation.

Site inspections should therefore note any topsoil slippage, erosion, structural settlement, cover or capping removal etc., that has or is likely to result in the exposure of the underlying tyre structure, and then recommend remedial action.

Baling tyres already largely degraded by UV light to the point where the rubber has become 'brittle' (flaky, light grey/faded black or brown and easily split) should be avoided as these may simply collapse under compaction and serve no useful purpose in the bale.

6.3 OVER-COMPACTION

Other factors may affect the durability of tyres that are compacted into bales. Over-compaction of tyres (which may occur if an attempt is made to compress too many into a bale) could lead to a reduction in durability. Splitting and cracking of the rubber layer may occur due to excess compaction, bending, twisting and so on during the baling process - exceeding the 'tolerance of flexibility' of the tyre bale.

6.4 SURFACE GROWTH OF ORGANISMS

Growth of organisms on tyre surfaces may or may not be desirable. Artificial reefs are expressly designed and built to provide additional settlement surfaces for colonising organisms as well as habitat for motive benthic and pelagic species. Aesthetically, growth may be beneficial for terrestrial structures too. It may help to 'blend' the structure into the landscape if, for instance, tyres are exposed in a sensitive location. If this growth however, is on tyre surfaces that may be encountered by pedestrians then it may be a safety hazard, especially when wet. Smooth rubber surfaces are also hazardous when wet and thus when combined with, for instance, a covering of algae, they can

become treacherous underfoot (see Box 5.1.9). For this reason a schedule of cleaning/removal of surface organisms may be required for some structures or exposed surfaces (e.g. tyre steps).

6.5 CONDITION OF FASTENINGS

While tyres themselves are inherently strong as well as flexible, these characteristics have posed a problem for connections and fastenings. Tyres may need to be fastened tyre to tyre, or tyre to anchor or structure etc, for many applications especially where the tyre structure is to remain flexible such as in floating tyre breakwaters. (See Box 5.1.10).

Catastrophic failure of fasteners in some marine tyre structures during severe conditions in the US resulted in the dispersal of tyres along coastlines and led to the banning of tyres for this use in several States.

Thus selection of fastenings for particular applications should be conducted with some prior thought. Careful consideration should be given to both the ability of the fastener to effectively withstand the structural stresses that it is likely to be submitted to, and to its ability to resist corrosion and abrasion if used in the marine environment. Any future monitoring and maintenance schedule of fastening components is likely to be governed by these factors.

Connectors and fasteners that have been used with variable success include synthetic rope, galvanised steel chains, wires and bolts, rivets, nylon bolts, rubber conveyor belting, and plastic strapping.

Rope or wire connections are not recommended if the structure is likely to be subject to frequent and repetitive movement as these can cause chafing of the tyre casings eventually leading to exposure of the steel reinforcing within the tyres (or failure of the rope fastener where rope is used). In water this also allows ingress to the internal tyre fabric further diminishing the structural integrity and performance of the tyre.

Galvanised chains, wires and bolts, may not survive if submitted to long term marine exposures. Once the zinc coating is removed by corrosion or abrasion, the underlying steel is likely to deteriorate rapidly (especially in salt water). Increasing the longevity of the fastener by increasing its thickness will also increase its weight - not a desirable option when designing a floating breakwater as this would reduce the buoyancy of the system.

Failures can also occur as a result of bolts and washers pulling through holes in the tyres and snapping of the bolts has also been known (Motyka and Welsby, 1983).

Ropes should be checked regularly for chaffing and fraying. Synthetic rope tends to deteriorate over time due to UV light exposure.

Rubber conveyor belting should be checked for cuts, splits, cracks, abrasion and wear. This should be examined carefully if the connection serves as a 'flexible' joint in the structure.

Consideration of fastener failure can be made during the design stage and mitigated through improved design. For instance, the River Witham embankment was designed so that the tyre bales were orientated such that the bales would contain themselves in the

event of bale fastener failure, i.e. the bales were placed side to side along the structure length as opposed to end to end (see Figure 5.32). Full bale failure is unlikely, as typically there are five wires or bands used to bind the module. Over time as the tyres lose their original shape 'memory' the fasteners are required even less to hold the tyres in a compressed state.

6.6 RESISTANCE TO IGNITION AND PROPAGATION OF FIRE

Two issues were raised during the course of the research in regard to tyres and fires. The concern was that an increased risk of fire might arise from the bulk use of tyre bales, even though anecdotal evidence suggested that bales significantly reduced fire risk in comparison with loose tyre dumps.

1. Was there a risk of a self-heating hazard arising from the bulk use of tyre bales? It was thought that an exothermic reaction resulting from steel wires in the tyres the presence of moisture, could cause self-heating. This could then lead to spontaneous combustion, as the heat generated would be dissipated slowly due to densely packed bales providing good thermal insulation.
2. How serious was the risk of arson when baled tyres are stockpiled waiting to be used in a civil engineering project? There could be a large number of exposed bales that could become a target for malicious attack and it was not certain how easily such bales might be ignited.

A set of fire tests was commissioned specifically for this project to address these issues. A full account of these tests is given in Appendix 7, but the key findings are summarised here:

6.6.1 *Ignition by self-heating*

Tyre bale material was tested isothermally to determine its self-heating properties and critical ignition temperatures. The material was found to be susceptible to self-ignition, but only at elevated temperatures far in excess of the expected ambient temperatures experienced during the normal use and storage of the tyre bales in civil engineering projects.

1. The lowest and therefore most critical ignition temperature determined for the tyre bales, when analysed in three different configurations, arose when used in the type of bulk fill design applied in the Pevensy Bay trial, and was determined to be 182°C.
2. If the tyre bales are to be surrounded by gravel, forming a non-combustible insulating layer, then the tyre bale can be taken as a single entity. In this case the bale would not become critical until an ambient temperature of 224°C is reached.
3. Only where tyre bales are used in ground engineering works in an area subject to heating from an external source, for example a burning landfill site or coal seam, might the ambient temperature experienced reach the critical temperature for ignition. They should not therefore be used in civil engineering works in areas where there may be an increased risk of heating from external sources such as subterranean fires.

6.6.2 *Malicious ignition and fire growth*

The threat of arson is perceived to be a potential problem when tyre bales are stockpiled – waiting to be used in a civil engineering project. Firstly, it was not certain how easily such bales might be ignited, and secondly, once alight, how the fire might propagate.

Under test conditions in a nine metre calorimeter, ignition was achieved using a No.7 wooden crib as described in BS 5852-2:1982 Fire tests for furniture: Method tests for the ignitability of upholstered composites for seating by flaming sources. This gave an ignition source equivalent to four sheets of full size newspaper.

The first attempt to ignite the bale with the crib at one corner failed. Although the ignition source did cause localised burning, the heat source was insufficient to allow burning to continue once flaming from the crib had ceased.

Although it was thought unlikely that the bales would be stored with open rims exposed, a second attempt to ignite the bale was made by placing the crib inside the rim of one of the tyres. Initial ignition of the bale was slow with the fire remaining inside the bale for eight minutes before the flames managed to take hold of the tyres. It should be noted that this may be less likely as an area for an attempted arson attack, as this face of the bale is usually facing internally when stacked (although the ends of the stack will have this face open to access). Hence, during storage the risk of tyre bales being ignited may be reduced by storing the bales in such a manner that only the surface with ease of access is the side of the bale with the tyre tread.

The growth of temperature and maximum heat output which occurred after ignition had eventually been achieved, was significantly less for the bale test where burning was achieved than with comparable tests with an equivalent volume of tyre crumb. The bale fire was terminated after 23 minutes by which time the temperature had only reached 120 degrees Celcius and the heat output 0.7mW. In comparison in the crumb test ignition occurred almost immediately and after just 8 minutes, when the test had to be terminated for safety reasons, the maximum temperature had already reached 700 degrees Celcius and the heat output had reached 1.5mW. The slow rate of growth of the fire during the first 16 minutes of the test indicates that, even if ignition was achieved in a storage facility, there would be sufficient time for fire service intervention before the fire became too large.

During the second bale fire test two of the five wire straps snapped (this may have arisen due to over-stressing of the wires during improper handling of the bale). However the bale remained intact and did not collapse.

6.7 CHEMICAL AND BIOLOGICAL DEGRADATION

Tyres are an inert material, they do not readily react with other materials or compounds common in the environment. However microbial organisms are known to degrade rubber materials. A study by the Firestone Tyre and Rubber Company in co-operation with Rutgers University found that several micro-organisms utilise the oils and hydrocarbons of tyre rubber (Crane *et al.* 1975).

The study though did not reveal any micro-organisms which selectively and completely cleaved the sulphur bonds in tyre rubber. Also the growth of the organisms that utilise extender oils and rubber hydrocarbons are suppressed by zinc oxide, anti-degradants and vulcanisation accelerators. In all the study experiments only a few percent of the scrap rubber was actually consumed by micro-organisms

A previous study by Heap and Morrell (1968) concluded that both bacteria and fungi may obtain carbon for growth from tyres by breaking rubber down enzymatically. Thus it is suggested that bacteria and fungi are potential destructive agents for rubber. Also protective agents in the rubber such as paraffin wax used to prevent ozone attack “bloom” to the surface of the rubber and might be a source of food for micro-organisms. Heap and Morrell also stated:

- *Spicaria violacea*, *Metarrhizium anisopliae*, *Fusarium* species and *Stemohylophysis* caused visible pitting and macro porosity in underground rubber-cased cables.
- *Thiobacterium thio-oxidans* attack sulphur in the vulcanised rubber by converting sulphur to sulfuric acid. (A free sulphur content of <0.1% would probably avoid this problem)
- vulcanised natural rubber may be attacked by *Stemphylium macrosporoideum*
- long chains of repeating Isoprene units in natural rubber are liable to oxidation
- butyl and nitrile rubbers are resistant to oxidation and there is little evidence of microbiological attack despite the presence of poly-isoprene units in butyl rubber
- silicone rubbers are generally considered to be resistant to microbiological attack.

Based on the available information the potential impact of microbial rubber degradation is not clear. Further research into microbial processes over the long-term would be needed to establish the long-term performance of rubber materials in structures.

7. *Environmental impact and risk assessment*

The EU 6th *Environmental Action Plan Article 8(2) iii* requires “environmentally sound recycling” (EU, 2002). The Defra guidance on the role of flood and coastal defence in nature conservation in England (1999) *High Level Target 9A* states that “flood and coastal defence work should avoid environmental damage and ensure that there is no detriment to Biodiversity Action Plan (BAP) Habitat” (EA, 2001).

As with any material not previously used to any great extent in construction, investigations into the environmental impact and an assessment of risk involved with their use need to be conducted.

Risk assessment is a standard process used by environmental managers to assess the impact of any individual project or manufacturing process, each of which will have varying degrees of environmental risk associated with it. However, for the purpose of the review of WML exemptions, it was also necessary to take a higher level, more generic view of environmental risk and its management.

Any consideration for the adjustment of exemptions to the existing waste management licensing regulations as it applies to used tyres, must address all the main aspects of re-use of tyres from the point (after a tyre legally becomes waste) at which the exemption would start to apply. This therefore applies to storage, processing, construction, ‘reuse’ or operation, and final disposal. In some circumstances used tyres or tyre derivatives may be reused more than once.

This environmental risk assessment provides a high level, generic view of environmental risks associated with the use of tyres in construction and their management and is based upon the ‘Guidelines for environmental risk assessment and management’ (ERAM) issued by DETR, the EA and the Institute for Environment and Health (2000). The assessment follows the same protocol of:

- hazard identification
- identification of consequences
- estimation of the magnitude of the consequences
- probability of the consequences
- evaluation of the significance of the risk.

This risk assessment is divided into two levels, a screening level (Tier 1) to identify the primary areas of concern, and a generic level (Tier 2) to quantify some of the risks facing the environment.

Particularly relevant information on risk management, monitoring and field studies on leachates from construction project are also included here.

7.1 HAZARD IDENTIFICATION

7.1.1 *General*

Data amassed over more than 30 years concerning the potential impacts of used tyre materials on human health and the environment indicates that they are neither hazardous nor dangerous. They do not appear on any EU or Basel Convention list of hazardous materials.

Used tyres and related materials do not pose a threat to the environment or to human health so long as normal precautions are followed for treatment, processing, storage and use. This applies to the whole range of used tyre materials, such as whole or cut tyres, shreds, chips, granulate or powders regardless of the treatment technology applied (Hylands and Shulman (2004).

The principle concerns which need to be addressed in an environmental risk assessment of the re-use of tyre materials include their potential environmental impact due to storage, the risk of fire, the potential leaching of chemicals and compounds into local water courses and potable supplies, human health and safety issues and energy usage.

7.1.2 Fire

The spontaneous combustion of whole tyres is unknown. Following ignition a temperature of at least 350°C must be maintained for the fire to propagate.

There are no known explosive hazards associated with any tyre material.

Under very special conditions it has been known for tyre chip to react exothermically, resulting in the release of heat from chemical or biochemical reactions. According to Humphrey (1996) this phenomenon is potentially caused by oxidation of exposed steel belts and wires, oxidation of rubber, microbes consuming exposed steel wires or generating acidic conditions and microbes consuming liquid petroleum products.

The main risk of fire arises from arson, either as whole or semi-processed tyres, mainly of open air or poorly ventilated indoor storage areas.⁵

Used tyres are commonly transported in large quantities on land and water within the context of ADR regulations (Accord européen sur le transport des marchandises dangereuses par route) revised in 2001. These regulations state that tyre shred, chips, granulate and powders are not subject to the provisions of the Flammable Solids class because the results of the UN standardised test (test N1 – the fire train test) indicated that the burning rate is too slow to pose a risk during transportation when normal guidelines are followed.

7.1.3 Leachates

The principal leachates that might be of concern from tyres are metals and metallic compounds and benzothiazole and its derivatives.

Vashith *et al* (1998) analysed water samples from crumb rubber asphalt runoff for six metals: chromium, lead, nickel, copper, cadmium, and zinc. A general trend for these metals indicated that zinc was leached in higher concentrations than other metals.

Collins *et al* (1995) examined leachates from whole tyres and also identified zinc as the major tyre leachate, totalling 10 mg/tyre after 3 months. The reason for this seemingly low leachate concentration (the total zinc content is in the region of 200g/tyre) is that the chemicals are only leaching out of the outside 2mm of the tyre.

⁵ (Environment Agency licensed storage sites are required to follow the Home Office guidance on fire safety for tyre sites, 1995)

The use of tyre chips or shreds can increase the release of other metals, due to the exposure of the metal reinforcements (O'Shaughnessy and Garga, 2000), including aluminium, iron and manganese as well as zinc. Shredding and chipping exposes metal within the tyres, increasing the risk of leaching of iron and manganese, and also increases the area available for leaching of zinc and PAH. Cadmium, copper and lead have also been shown to leach from shredded waste tyres but only in small quantities (Lagerwerff, and Specht, 1970).

Test results indicate that tyres do not leach volatile organic compounds. Research into long term safety indicates that most of the compounds detected in water samples are at, or near lower detection limits at only trace levels - 10 to 100 times less than regulatory limits for drinking water. They should not, therefore, pose a threat to health or the environment.

The pH level has been shown in field and laboratory tests to affect leaching. Organic materials may leach more freely under neutral conditions while metals leach more freely under acidic conditions. In proper applications though, used tyres are not considered a soil contaminant as the leached amount of PAHs and metals under laboratory conditions is negligible (Westerberg and Mácsik, 2001).

PAHs have not been produced in leachate at significant concentrations when tyres are placed below the water table, and appear to be even less of a problem when tyres are placed above the water table.

7.1.4 Health and safety

The most significant health and safety issues associated with tyres relate to air borne crumb, dust, noise and vibration during *manufacturing* of finer products from tyres or during *tyre remoulding*.

There are no known permanent effects from physical contact with whole tyres or shredded, chipped or granulated products. The most enduring known risks arising from tyres in the workplace are from manual handling operations leading to strains and sprains.

There is an added risk of injury that pertains particularly to tyre bales during storage and/or loading and unloading. Tyre bales weigh around one tonne and there is a risk of injury to staff if not handled with the correct machinery or stacked appropriately.

7.1.5 Landscape and visual quality

Tyres, especially used ones, are not aesthetically pleasing. Processing which changes the structure of tyres such as shredding, chipping etc, can overcome this problem. For whole tyre applications (on land) though, this may still be a problem. To some degree this may be a planning issue which can often be mitigated by good design and suitable material / vegetative cover. From an engineering standpoint cover is beneficial anyway as this prevents UV light from degrading the tyres, potentially prolonging the life of the structure and preventing further leaching of compounds from the material. (Placement under-water has the same effect).

Thus generally tyres are not going to be visible following completion of a civil engineering application.

To prevent loss of tyre floating breakwaters and artificial reef units in adverse weather the structures should be securely anchored to ensure that they do not break up and cause environmental damage along the coastline.

7.1.6 *Environmental issues where no known hazard exists*

Odour

There is no reason why the re-use of used tyres themselves would produce adverse odour. Tyres and rubber do have an odour but it is considered as being of little significance in use in civil engineering. Risk of odours from manufacturing activities (retreads or products from tyre derived materials) has been discussed under “health and safety” (Section 7.1.4).

Noise and vibration

Used tyre products have the potential to absorb shock and vibration thus providing a measure of insulation against sound and vibration. Risk of noise and vibration from manufacturing activities (retreads or products from tyre derived materials) has been discussed under “health and safety” (Section 7.1.4).

Flora and fauna / Habitats and species (other than leachate issues)

Other than the issue of the potential and impact of leachates discussed above, when carrying out any *construction* works using used tyres interference in ecosystems will occur and will result in a new equilibrium condition. However such changes are completely project specific and should be assessed as part of the normal environmental impact assessment process including the checking that any rare flora and fauna will not be adversely affected by establishing structures.

Tyres are resistant to burrowing animals especially if the surrounding matrix is not conducive to habitation. This may be important in some cases to avoid creating undesirable habitats. An example might be where tyre bales are being used in embankment construction or slope stabilisation where bales may help to prevent burrowing that might cause stability problems.

Artificial reefs made of whole tyres have been deliberately put in place underwater to create habitat substrate and shelter for marine life and have been successful in this regard.

Archaeology and unknown assets

The processing, including temporary storage, of tyres into final product has no significant potential for any hazard. The low weight of tyres when compared to that of aggregates and other civil engineering fills means that their use is considered a distinct advantage to archaeological remains and unknown buried assets. Compression of the ground or foundations sunk through soft ground can damage or destroy underground remains. The low weight of tyres results in less ground compression and reduces the need for foundations on soft ground.

Around 30m³ of tyre bales can be transported by one lorry as opposed to, for instance, 10m³ of clay. This is because tyres are significantly lighter than clay. The same comparison would apply to all other aggregates and alternative materials under consideration in construction. Fewer trips for the same volume and less weight in transport terms also equates to less fuel consumption. Thus, so long as there is a local supply of used tyres there will often be a net benefit in terms of traffic and transport

impacts by using tyres as opposed to traditional aggregates in construction projects specifically.

In summary, if there are important energy issues associated with the re-use of tyres in engineering works, they revolve around the degree of environmental benefit arising. None of them represents an environmental hazard.

7.2 IDENTIFICATION OF CONSEQUENCES

7.2.1 *Fire*

A tyre fire creates dense oily smoke which can be toxic if inhaled, causing dizziness, central nervous system (CNS) depression, potential carcinogenicity. Combustion products and runoff from the fire fighting process can contaminate the ground and local water receptors.

7.2.2 *Leachates*

The use of tyres in aquatic applications may permit leaching of chemicals as outlined above. Evans (1997) has compiled one of the most comprehensive reviews of tyre leachate studies for land based applications, and freshwater, estuarine, and marine exposure studies. He concluded that, if there is a threat at all, tyre leachates are probably a greater threat to freshwater habitats than brackish or marine habitats. However, it is unlikely that the pollution load from a tyre-based structure will have any significant effect on the environment; leachate levels are low in comparison with leachate in rainwater run-off from roads, which has been received in watercourses for many years without adverse impact.

Field studies have shown no significant differences between waste tyre areas and control areas for soil samples taken for a biological survey (Minnesota Pollution Control agency, (1990).

Zinc undergoes reactions in sediments and soil involving precipitation/dissolution, complexation/dissociation, and adsorption/desorption. These reactions are controlled by the pH, redox potential (Eh), the concentration of zinc ions and other ions in the pore water, the number and type of adsorption sites associated with the solid phase, and the organic ligands present that are capable of forming complexes with zinc.

Zinc is relatively insoluble as an oxide and mobility is limited by a slow rate of dissolution. Clay and metal oxides are capable of sorbing zinc and tend to retard its mobility in soil. At pH 6.5, for example, zinc has been found to bind with the iron mineral goethite and to humic acid, although this effect is less apparent at a pH of 4.5. On the other hand, the amount of zinc in solution generally increases when the pH is >7 in soils high in organic matter. Anoxic conditions may promote the formation of soluble zinc salts.

Normal pH in soil will generally limit the mobilisation of zinc; thus zinc from tyre shreds will be less available and become immobile with soil interactions.

7.2.3 *Health and safety*

There are no permanent effects from physical contact with used tyre materials in whole or ground form. There are no known health effects due to short term exposure to the

material. Prolonged dermal contact can create skin irritation, sensitisation or disorders with repeated exposure.

The material contains untreated naphthenic or aromatic oils, which are classified as carcinogenic and could be released from the surface through skin contact. Prolonged contact has caused skin cancer in studies with animals.

When subjected to heat potentially carcinogenic materials (e.g., nitrosamines), carbon oxides (CO, CO₂), acrid fumes, and flammable hydrocarbons may be liberated due to thermal decomposition/combustion.

7.2.4 *Landscape and visual quality*

Landscape and visual quality can be adversely affected by storage or construction activities involving tyres or tyre-derived materials, where these are stored or used in an unsightly and uncontrolled way. Poorly designed and/or controlled construction works can also break down and leave whole or part tyres lying around in an unsightly fashion.

7.3 ESTIMATION OF THE MAGNITUDE OF CONSEQUENCES

7.3.1 *Fire*

Tyre fires are difficult to extinguish, are persistent underground, can contaminate ground and water receptors with compounds and chemicals, and pollute the air with black acrid smoke and noxious fumes harmful to human health. Thus, where a tyre fire occurs, the magnitude of consequences in terms of physical damage and potential impact on human health from smoke and other products of ignition is estimated to be *severe*.

7.3.2 *Leachates*

Leachate laboratory and field studies indicate that for all regulated metals and organics the results for used tyres are well below regulatory levels. Substances which could potentially leach from post-consumer tyre materials are already present at low levels in groundwater in developed areas. Studies suggest that leachate levels for the majority of determinants fall below acceptable regulatory limits and have negligible impacts on the general quality of water in close proximity to tyres (Westerberg and Mácsik, *op.cit*).

Benzothiazole and its derivatives have to be present in very high concentrations (>1000 mg l⁻¹) to be toxic. From the evidence, one could conclude that in an open aquatic system (relevant to the natural environment around most storage or construction works), the flushing rate will be high and benzothiazole toxicity would not be a problem.

The magnitude of consequences is estimated to be *negligible*, except where slow or stationary waters are the receptor where it might be estimated to be *mild*.

7.3.3 *Health and safety*

In an uncontrolled (i.e. illegal) environment the magnitude of health and safety consequences may be assessed overall as *mild*.

7.3.4 *Landscape and visual quality*

The magnitude of the impact on landscape and visual quality overall of uncontrolled construction or storage activities may be assessed as *mild*, although locally the consequences might be *moderate*.

7.4 PROBABILITY OF THE CONSEQUENCES

The magnitude of the consequences has been assessed as a combination of the probabilities of the hazard occurring, of the receptors being exposed to the hazard and of harm resulting from exposure to the hazard.

7.4.1 *Fire*

Although the probability of a fire hazard occurring might be viewed as low, the probability of receptors, especially humans and the natural environment, being exposed to the hazard is high and the probability of harm resulting is medium. Hence, overall the probability of the consequences of fire hazard is assessed as *medium*.

7.4.2 *Leachates*

Although the probability of a leachate hazard occurring might be viewed as medium, the probability of receptors, especially humans and the natural environment, being exposed to any hazard is low and the probability of harm resulting is negligible. Hence, overall the probability of the consequences of leachates is assessed as *low*.

7.4.3 *Health and safety*

The probability of a health and safety hazard occurring, the probability of humans being exposed to any hazard and the probability of harm resulting are all assessed as medium. Hence, overall the probability of the consequences of health and safety hazards in an uncontrolled environment is assessed as *medium*.

7.4.4 *Landscape and visual quality*

The probability of a landscape and visual quality hazard occurring, the probability of humans being exposed to any hazard and the probability of harm resulting are all assessed as medium. Hence, overall the probability of the consequences of landscape and visual quality hazards in an uncontrolled environment is assessed as *medium*.

7.5 EVALUATION OF THE SIGNIFICANCE OF THE RISK

The overall risk of damage to the environment and human health is assessed to be *medium*, but is expected to be reduced to *low* to *near zero* by appropriate controls, including those already in place under existing regulation and legislation. The significance of the subsidiary components of risk has been assessed as:

- Fire: *High*
- Leachates: *Near zero; low* in slow or stationary receiving waters,
- Health and safety: *Low*
- Landscape and visual quality *Low*

7.6 RISK MANAGEMENT

7.6.1 *Fire*

The risk of tyre fires started by arson are significantly diminished with the proper consideration and application of security provisions wherever stocks of tyres, tyre bales, casings etc are easily accessible. Registering of exemptions could be made conditional on a commitment to provision of adequate security.

7.6.2 *Leachates*

The fact that tyres are durable is one of the main advantages for their use. Provided that applications are appropriately and properly designed and engineered there should be no environmental liability. Higher levels of some leachates may arise within closed aquatic systems that form part of some construction works, but planning permission for such works could be made subject to appropriate control provisions and ongoing monitoring.

7.6.3 *Health and safety*

Risks to health and safety are generally reduced to low under normal operating conditions in factories and on construction sites, where existing regulatory and best practice provisions are in force

Normal protective wear (steel reinforced boots, eye, ear and head protection, protective gloves and dust masks) together with long sleeves and trousers has proven sufficient against any potential irritations from the handling of tyres and tyre based rubber materials, should they arise.

7.6.4 *Landscape and visual quality*

The requirement to obtain planning permission and the subsequent enforcement of planning and building controls has already been proposed by Defra for a new paragraph 19 2(b) of Schedule 3 of the Waste Management Licensing Regulations (see Appendix 11). This limits the issuing of exemptions for construction works to those situations “where the carrying out of the relevant work requires planning permission for the purposes of the Town and Country Planning Act 1990, that permission is in force at the time the work is carried out and the waste is used in accordance with that permission.”⁶ The effect of the controls imposed by this amendment should ensure that the impact on landscape and visual quality is kept to between low and near zero.

7.7 MONITORING

Exemptions are subject to ‘appropriate periodic inspections’ as required by the Waste Framework Directive. As well as conducting appropriate periodic inspections the EA will respond to any complaints or allegations about exempt activities.

⁶ “Proposals for amendments to the Waste Management Licensing Regulations 1994 (as amended) - A consultation paper”. Defra, June 2003. See <http://www.defra.gov.uk/corporate/consult/wastemanlicence/index.htm>

7.8 CONSTRUCTION PROJECT FIELD STUDIES ON LEACHATES

There is a growing amount of available scientific data arising from construction projects and studies around the world relating to tyre leachates and effects on receptors.

In July 1998 tyre modules and concrete control modules were deployed alongside an existing cement stabilised coal ash reef study site in 12m of water off the South Coast of England near Poole in Dorset. Five hundred scrap tyres were used in various configurations.

Organisms sampled from both the concrete units and the tyres were routinely analysed for heavy metals and organic compounds. No evidence of significant uptake of zinc was detected ((Roenelle 1999); (Rayner 2001)). Benzothiazoles (Collins, Jensen et al. 2001) or PAHs (Rayner 2001) were not detected in the reef epibiota.

The lack of effect on the development of the artificial reef organisms can be explained by the limited release of leachates from the tyres. Tyres in the stable pH conditions of seawater and away from the deleterious effects of UV in sunlight, are very stable and leaching is confined to a 2mm surface layer. This leaching decreases exponentially with a time scale of days. The toxicity studies reviewed by Evans (1997) show decreasing effect with time of immersion. In a coastal environment, leachates are quickly dispersed by tidal currents. Malek and Stevenson (1986) examined tyres recovered from a World War II wreck off Scotland after 42 years immersion, finding them to be in excellent physical condition.

In 1997 a 200m wall of lorry tyres was built along the shore of Copperas Wood Farm, Wrabness in a north Essex estuary to stop erosion of the clay cliffs. This was formed of stacks of tyres four high and two deep, tied together with polypropylene rope and filled with stone and soil (see Box 5.1.4). Seaweed (*Fucus vesiculosus*) was sampled (27.2.03) from the tyre wall along with control specimens growing on stones and concrete blocks 50m further along the beach. No difference in levels of zinc were found between the two populations.

In November 2002, some 350 tyre bales (each containing 100 car tyres compressed to form a block 150 x 125 x 75cm) were placed in a beach at Pevensy Bay in the South East of England and surrounded by a number of sampling wells to monitor water quality in the shingle (See Figure 7.1 and Figure A8.14). Water inundation is restricted to tide induced percolation through the beach. Whilst the base of the tyres are at the level of mean neap tide high water, the limited permeability of the beach material only allows sea water to reach the base of the tyre bales during the higher spring tides.

Detailed monitoring of this trial demonstrated that levels of zinc leachates in beach interstitial water were below EQS levels and declined with time. It was possible to model the levels of zinc observed within the tyre bales. In addition, no evidence of cadmium contamination was found even within the tyre bales (Collins *et al*, 2004) (a full account of the monitoring is given in Appendix 8, Section 8.2.4).



Figure 7.1 Water samples being drawn at Pevensey for chemical analysis

Large numbers of tyres are used in the USA for road construction as shred ((Eldin and Senouci 1992); (Stotz and Krauth 1994); (Hossain, Funk et al. 1995)) in the basal layers or incorporated into the surface asphalt layer (Vashisth, Lee et al. 1998). Humphrey, Katz et al. (1997) have examined the use of tyre chips in bulk fill applications, comparing water quality from wells in tyre chips above groundwater table, to control wells used to distinguish substances naturally present in groundwater from those leached from tyre chips. There was no evidence that tyre chips increased levels of substances that have a primary drinking water standard. Two sets of samples were tested for organic compounds with results below the drinking water test method detection limits.

For an experimental tyre-reinforced embankment in Ottawa, Canada using 10,000 whole or half tyres packed with sand and earth, O'Shaughnessy and Garga (2000), analysed eighteen samples of leachate taken over 2 years and for a range of inorganic elements and organic compounds. The values for zinc ranged from $440 - 81 \text{ g l}^{-1}$ (average 901 g l^{-1} , compared with background levels of $<401 \text{ g l}^{-1}$, U.S. EPA regulatory allowable limit of 5mg/l)⁷. Levels of cadmium were typically below the detection limit of 0.51 g l^{-1} . Benzothiazole, and 2(3H)-Benzothiazolone were found above their detection limit of 11 g l^{-1} . Similarly 4-(2-benzothiazolythio) morpholine was not detected in 16 out of 18 samples. No regulatory limits are set for these organic compounds.

⁷ $\Phi \text{g g}^{-1}$ or $\text{mg l}^{-1} = 1\text{ppm}$ (part per million), $\Phi \text{g l}^{-1} = 1\text{ppb}$ (part per billion)

In 2003/2004 a flood defence embankment on the River Witham near Lincoln UK was reconstructed using tyre bales as the bulk fill material (see Box 5.2.4 and Appendix 8 for details). The scheme used the largest number of tyres known thus far in the UK for this type of application – 10,000 bales (> 1 million tyres).

Surface and river waters were sampled for submission to a suite of analyses routinely undertaken by the Environment Agency (see Figure A8.4 for sampling locations) including dissolved ions, biological oxygen demand, nutrients, heavy metals and PAHs. Monitoring results indicate that other than temporarily elevated levels of zinc and cadmium at the site during the construction phase, overall there was no evidence for any elevation of the downstream river levels of any constituents. (A summary account of this monitoring can be found in Appendix 8, Section A8.1.5.)

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End of Life Vehicle Directive (2000/53/EC)

Framework Directive on Waste (75/442/EEC as amended by 91/156/EEC and 91/692/EEC)

Groundwater Directive (80/68/EEC)

Habitats and Species Directive (92/43/EEC)

Landfill Directive (1999/31/EC)

Shellfish Waters Directive (79/923/EC)

Water Framework Directive (2000/60/EC)

UK National Legislation

Ancient Monuments and Archaeological Areas Act 1979 (England, Wales and Scotland)

Burials Act 1857 (England and Wales)

Clean Air Act 1993

Coast Protection Act 1949

Control of Pollution Act 1974 (and amendments)

Control of Pollution (Amendment) Act 1989

Registration of carriers of controlled waste

Control of Pollution Act 1974 (COPA) Part III (provisions to allow local authorities to impose requirements on work at construction sites relating to noise.

Countryside and Rights of Way (CROW) Act 2000

Environment Act 1995

Environmental Protection Act 1990 Part II

Controlled waste and duty of care (Section 34)

Waste management licensing (Section 33)

Environmental Protection Act 1990 Part III

Statutory nuisance includes 'any accumulation or deposit' which is prejudicial to health or a nuisance⁸

The Environmental Protection Act 1990 (as amended by The Environment Act 1995)

Flood prevention (Scotland) Act 1961

Food and Environmental Protection Act 1985 (FEPA)⁹

⁸ Common Law (an individual can seek an injunction under common law, as noise is recognised as a nuisance)

⁹ Licensing Authorities in the UK have a statutory duty to control the deposit of articles or materials in the sea and/or in tidal waters. The Food and Environment Protection Act 1985 requires that a license be obtained from the relevant department in order that the placement of structures and materials at sea or in tidal waters (below Mean High Water Springs) can take

Health & Safety at Work etc. Act 1974
Land Drainage Act 1991
Merchant Shipping Act 1894 (England, Wales and Northern Ireland)
Protection of Military Remains Act 1986 (England, Wales and Scotland)
Protection of Wrecks Act 1973 (England, Wales and Northern Ireland)
Salmon and Freshwater Fisheries Act 1975
The Planning (Listed Buildings and Conservation Areas) Act 1990 (England and Wales)
Town and Country Planning Act 1990 (England and Wales)
Water Act 1989
Water Resources Act 1991
Wildlife and Countryside Act 1981

UK Regulations

Construction Plant and Equipment (Harmonisation of Noise Emission Standards) Regulations 1985 and 1998
Contaminated Land (England) Regulations 2000
Contaminated Land (Northern Ireland) Order 1997 Part III
Contaminated Land (Scotland) Regulations 2000
Control of Major Accident Hazards Regulations 1999
Controlled Waste (Registration of Carriers and Seizure of Vehicles) Regulations 1991
Duty of Care Regulations 1991 (Section 34 of the EPA 1990)
Groundwater Regulations 1998
Landfill (England and Wales) Regulations 2002
Lifting operations and lifting equipment regulations 1998
Management of Health & Safety at Work Regulations 1992
Noise at Work Regulations 1989
Provision and use of work equipment regulations 1998
The Conservation (Natural Habitats &c) Regulations 1994 (as amended) and the Conservation (Natural Habitats, &c) Regulations (Northern Ireland) 1995
Waste Management Licensing Regulations 1994.
Waste Management Regulations 1996

place. This includes materials used during construction (eg for new harbours, offshore structures etc), and for “soft engineering” purposes (eg beach nourishment, groynes etc).

Appendices

Appendix 1 Tyre material density measurements

The straps of a tyre bale were cut and the bale split into radius size categories of tyre. Suitable tyres of three radius sizes were chosen: 13, 14 and 16 inch. One section was cut from each tyre using an angle grinder (See figure A1.1).



Figure A1.1 Tested cut tyre sections

The densities of six samples (from different tyres) were formally calculated in the laboratory following the testing method in BS1377: Pt2: 1990.

The determinations were carried out at 20°C and the densities have been corrected to account for the density of water at this temperature.

The tyre sections were washed, any loose debris removed, and allowed to air-dry overnight at ambient temperature. Each tyre section was suspended on thin, waterproof cord under a balance readable to 0.01g, and the weight recorded.

The section was then immersed in deionised water (~10L) to which a few drops of Nonidet P40 wetting agent had been added to reduce the formation of an air film on the tyre surface. The apparent weight in water was recorded, ensuring that the sample was fully immersed and well away from the walls and base of the container.

The density of tyre sections were then calculated as follows:

$$\text{Density} = \frac{W_d}{(W_d - W_w)} \text{ g/ml}$$

Where:

W_d = sample dry weight

W_w = apparent weight in water

Table A1.1 shows that density ranged from 1.27 to 1.34 g/ml (SD 0.03g/ml), close to the expected range. The average density is 1.31g/ml.

Tyre section	Density (g/ml)
1	1.33
2	1.28
3	1.27
4	1.33
5	1.31
6	1.34
Average	1.31

Table A1.1 Density determinations of tyre sections

The variation in tyre density could be for a number of reasons. Reasons that the author is aware of are given below.

Parameters causing differences in tyre density:

- the tyre radius of 13, 14 or 16 inches
- country of origin
- manufacturer
- tread depth

- tyre width
- aspect ratio
- rim size
- load index
- speed rating

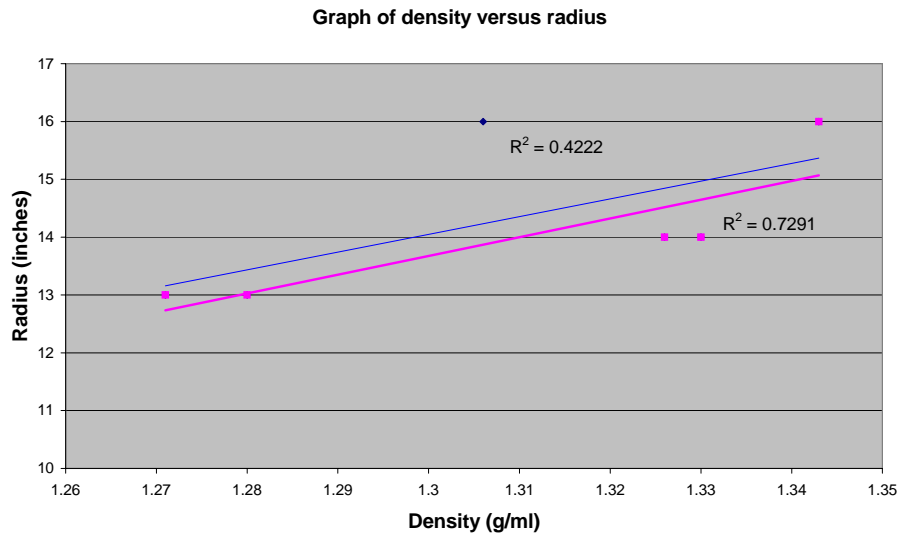


Figure A1.2 Graph of density versus radius of tyre

The calculation of the density was lower than the experimental density. This is due to the compounds ignored having a greater density than rubber. Also tyre manufacturers do not disclose tyre composition data.

From this experiment tyre density on average equals 1.31 T/m^3 and was used in subsequent calculations for porosity. The real average of all tyres is likely to lie in the range $1.27\text{-}1.34 \text{ T/m}^3$.

If a tyre system contains tyres of a greater radius it is likely to be of a greater weight and therefore stability than the same system with smaller radius tyres. For a tyre bale with 50% voids a maximum density of 0.67 g/ml could be expected.

The data gathered also indicated that generally larger radius tyres have greater density than their smaller counterparts (see figure A1.2).

When all six tyre sections are included there is low correlation (R^2) to the trendline in figure A1.2. If section five data (the point with greatest deviation) is ignored, then the relationship between tyre radius and tyre density is stronger. It could then generally be said to be true that larger radius tyres have greater density than their smaller counterparts.

The anomalous section five is different to the other sections in two ways: tread depth and country of origin. Section five has a very large tread depth of 11mm compared with the rest of 0.5-5mm, which might contribute to its lesser density. Also, of those tested, it is the only tyre to have been made outside Europe.

The investigation concluded that:

- tyre density on average equals 1.31 T/m^3
- The real average of all tyres is likely to lie in the range $1.27\text{-}1.34 \text{ T/m}^3$.
- If a tyre system contains tyres of a greater radius it is likely to be of a greater weight and therefore stability than the same system with smaller radius tyres.

Appendix 2 Tyre bale weight / porosity measurements

Bale porosity

The porosity of the tyre bales is important to measure due to its effect on hydraulic and geotechnical interactions i.e. pore pressures, bulk density and their effect on stability and settlement. For example, the accepted average porosity value for large, well-placed normally graded stones is about 42% but widely-graded mixtures may have smaller porosities (CIRIA/CUR, 1991).

The tyres uniform size and shape is deformed depending on the degree of compression. Two bale types from different bale producers were tested (See figures A2.1 & A2.2). The two bale types supplied looked to have different degrees of compression and therefore porosity. The tests reported below set out to establish what the porosities were and how much they differed between the two bale types.



Figure A2.1 Large tyre bale.



Figure A2.2 Small tyre bale.

The aims of the experiment were to test six bales to find:

- Total volume of the bale
- Volume of solid component in tyres
- Porosity
- Submerged weight
- Bulk density

The relationship between weight and volume was used to find the total volume. The total volume experiment was based upon the Archimedes principal, that when a body is wholly or partially immersed in a fluid it

experiences an upthrust equal to the mass of liquid displaced. To create a suitable body the bales were sealed in plastic wrap by a farmer's hay bale wrapping machine.

Resources

6 Tyre bales
Plastic wrapping & repair tape
Dynamometer
Lead weights – require gloves when handled
Tray
Straps & shackles
Forklift

Part 1 Method

1. A bale was weighed.
2. The bale was sealed in plastic and weighed again.
3. A tray of lead weights, of ingots weighing 10Kg each, was assembled equivalent to the bale weight.
4. The tray of lead weights was placed on top of the bale. Total weight was measured.
5. The bale was lifted using a forklift/telehandler over the flume containing a water depth of 1200mm.
6. Additional lead weights were added to submerge the bale. The weight was then recorded when the bale was fully submerged with the weights fully exposed.
7. The bale was then lifted from the flume and its weight recorded again.

Analysis

Discernible:

1. Dry weight in air
2. Dry weight in water
3. Weight required to counteract buoyancy upthrust and thus equivalent water volume to bale volume + voids.
4. Water taken on during immersion.

Part 2 Method

Aims: To find the volume of voids and solids in bale by weighing unsealed bale in water.
To find the volume of fillable voids from the submerged unit weight.

1. The weight of a bale is measured. (The tray of lead weights and plastic wrapping from the first experiment was removed from bale beforehand).
2. The bale was lifted using a forklift/telehandler over the flume containing a water depth of 1200mm.
3. The bale was lowered into the flume until it was fully immersed in the water. When the weight changes ceased the measurement was recorded.
4. The time taken for the bale to submerge was recorded as a measure of tortuosity.
5. The time taken for the water to drain from the bale was measured as it was lifted from the flume.
6. Finally the weight of the bale in air was recorded.

Analysis

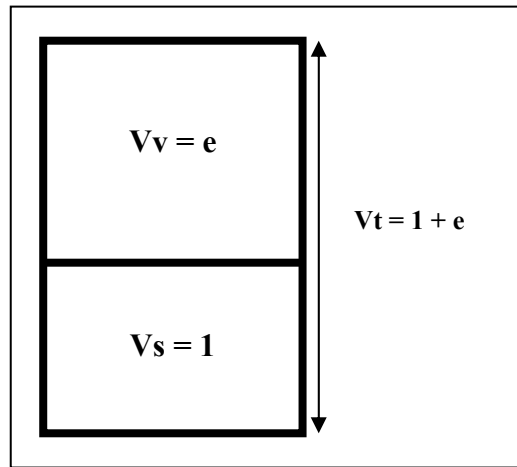


Figure A2.3 The idealised form of bale solids and voids:

Porosity
$$n = \frac{V_v}{V_t} = \frac{e}{1 + e}$$

Void ratio
$$e = \frac{V_v}{V_s}$$

Method of calculations

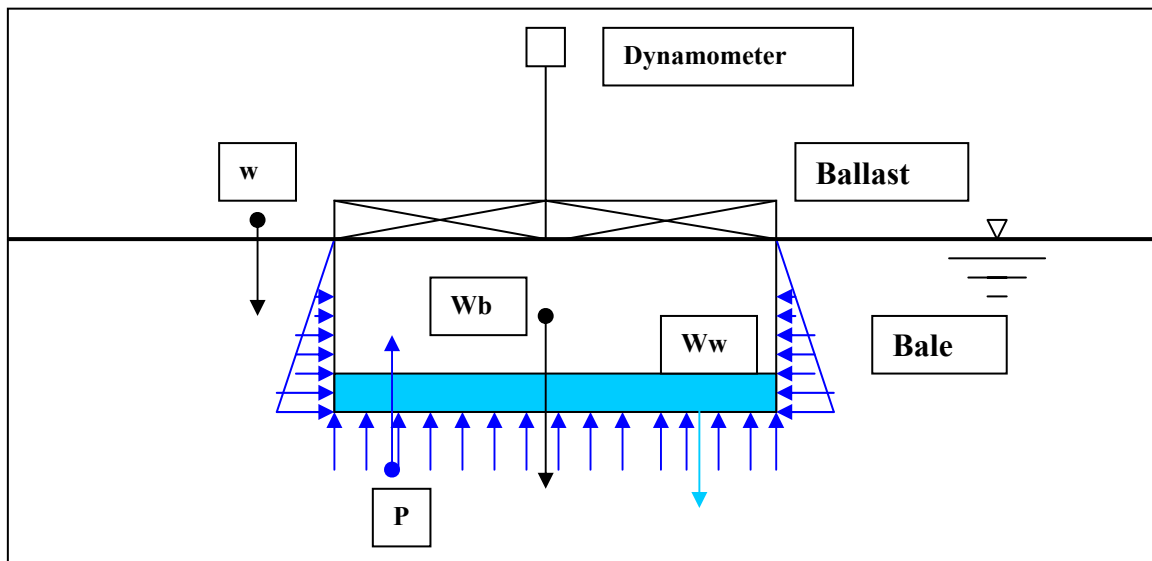


Figure A2.4 Diagram of bale immersed in water with equipment and forces.

Bale volume or total volume

$$V_b = \frac{Sw - w - W_w - W_b}{\rho_w}$$

Bulk density
$$= \frac{W_b}{V_b}$$

Solidity

$$Solidity = \frac{\left(\frac{Bw}{\rho t}\right)}{Vb}$$

$$Porosity = 1 - Solidity$$

Apparent volume of solids

$$AV_s = \frac{(Wb - S_w)}{\rho w}$$

Apparent solidity

$$AS = \frac{AV_s}{Vt}$$

Actual volume of voids

$$V_v = n \times Vt$$

Accessible volume of voids

$$AccessibleV_v = (1 - AV_s)$$

Porosity check

$$n = \frac{\gamma_w(G_s - 1) - \gamma_{sub}}{\gamma_w(G_s - 1)}$$

where:

$$G_s = \frac{Wb}{Vb\gamma_w}$$

SUBMERGED UNIT WEIGHT = SATURATED UNIT WEIGHT – 1

$$\gamma_{sub} = \gamma_w \frac{G_s - 1}{1 + e}$$

from Smith.(1968).

Void ratio check

$$e = \frac{\gamma_w(G_s - 1)}{\gamma_{sub}} - 1$$

Results

N.B. Bales 3 and 5 are larger bales and from a different manufacturer.

Bale label	Total volume (m ³)	Porosity %	Bulk density (Kg/m ³)
3	1.09	50	655
5	1.25	56	580
7	0.74	65	458
8	0.74	59	542
9	0.71	57	561

Table A2.1 Tyre bales size, porosity and bulk density.

Bale label	Weight of bales (Kg)	Volume of tyre material (m ³)	Solids as % of whole	% of voids sealed
3	712.5	0.54	50	15
5	725.0	0.55	44	10
7	337.5	0.26	35	15
8	400.0	0.31	41	19
9	400.0	0.31	43	17

Table A2.2 Tyre bale size, solidity and sealed volume.

Material	Total porosity (%)		Effective porosity (%)	
	Range	Arithmetic mean	Range	Arithmetic mean
Gravel (coarse)	24 - 36	28	13 - 25	21
Sand (coarse)	31 - 46	39	18 - 43	30
Sand (fine)	25 - 53	43	1 - 46	33
Silt	34 - 51	45	1 - 39	20
Weathered granite	34 - 57	45	-	-
Tyre bale - large	50-56	53	42-50	46
Tyre bale - small	57-65	60	47-55	50

- denotes no data available

Table A2.3 Comparison of total and effective porosity with other building materials (EAD, 1993).

Conclusions

Tyre bale porosity is comparable to aggregates such as gravel (i.e. it is in the same order of magnitude). Generally the porosity of tyre bales is high, over 50%. The smaller bales had even higher porosity.

In the small bales the packing density of tyres is slightly less. The effective porosity (i.e. the amount of interconnected pore space available for fluid transmission) is greater for small bales which is expected as the tyre packing is more random.

Tyre bales have a greater porosity than coarse gravel which the bales would hope to replace. However, the permeability of the bales is of a similar order to gravel, see Appendix 4. This is believed to arise because the tortuosity of the void volume within the bales.

Under static loading the porosity may be affected over a medium to long time frame.

Bale porosity may decrease with intrusion of sediments (e.g. from beaches). The extent and rate of the intrusion is not known but, if significant, may have important effects on the bale bulk density, settlement, porosity and permeability.

Notation

Weights

W_b	Weight of bale
w	Ballast weight
W_w	Weight of water taken on
S_w	Submerged weight with ballast in air
γ_w	Unit weight of water
γ_{sub}	Submerged unit weight of bale
G_s	Particle specific gravity

Volumes

V_b	Bale volume or total volume
V_s	Volume solids (or tyre material)
V_t	Total volume of bale and voids or V _b
V_v	Volume voids (filled with water)
AV_s	Apparent volume of solids
	Apparent volumes (AV) are a result of fully submerged bale displacing a certain volume of water with solid material but also trapped air and sealed voids.

Density

e	Void ratio, see Figure 2.3.
ρ_w	Density of water
ρ_t	Density of tyres

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Appendix 3 Interbale friction testing

Basic interbale friction tests were conducted at HR Wallingford. Firstly, sample bales were weighed with a dynamometer. Six bales weighed within a range of 675 to 800kg each.

Method

Two interbale tests were undertaken. A bale was placed on the floor on its longest / widest side and secured from moving laterally. Another bale was positioned squarely on top it. A dynamometer was attached between the top bale and a vehicle, used to provide the horizontal force needed to pull the top bale over the bottom bale.

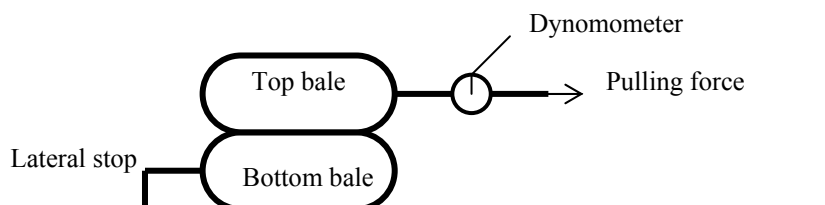


Figure A3.1 Interbale friction testing arrangement

A steady force was applied and the measurements read from the dynamometer each time the top bale moved. Three readings were taken for each test. These were averaged to provide an interbale friction force as using the following principle:

$$F = \mu \times \text{normal force}$$

$$\text{Interbale friction coefficient: } \mu = f / \text{normal force}$$

Results

<i>Test 1</i>		
Bale weights kg Bale 1 = 725 Bale 2 = 725	Forces required to move kg	
i	525	$\mu = (533/725)$ $= 0.74$
ii	550	
iii	525	
Average	533	
<i>Test 2</i>		
Bale 1 = 725 Bale 2 = 675		
i	400	$\mu = (433/675)$ $= 0.64$
ii	450	
iii	450	
Average	433	
	Average $\mu = 0.69$	

Table A3.1 Interbale friction test results

Conclusion

The interbale friction coefficient, μ , averages 0.7 (range from 0.6 – 0.8) where interbale friction force, $F = \mu \times$ normal force between bales.

Appendix 4 Tyre Bale permeability measurements

The permeability of three tyre bales was determined in the high discharge flume at HR Wallingford (see figure A4.1). Darcy's law was used to determine the permeability of each tyre bale. This required three readings to be acquired: upstream water height, downstream water height and discharge over weir. These were measured using three mounted point gauges, two with stilling well attachments.

The tests were performed in the high discharge flume with dimensions 27.5m in length, 2.4m width and 1.3m deep. The flume pumps are capable of 5 cubic feet per second.

Bales were installed beside a timber wall. To give a good fit for the bale in the flume it was panelled with ply and gaps filled with waterproof foam sealant (see figure A4.2). Bales were sealed with foam sealant on two sides in contact with walls and on bottom edge in contact with floor. The floor raised the bale 16mm higher than the actual floor level to give a free flow not governed by the crump weir height. The bales were secured on the downstream side with stanchions and bolts. The measuring devices, mechanical point gauges, were levelled in. A survey was conducted of the level of the flume floor, a datum inserted and then the two point gauges levelled in their mountings. The crump weir was calibrated separately and a flow model (CASCADE) generated the discharge readings.



Figure A4.1 Bale being tested for permeability over a long pathway.



Figure A4.2 Downstream view of small bale test in upright position.

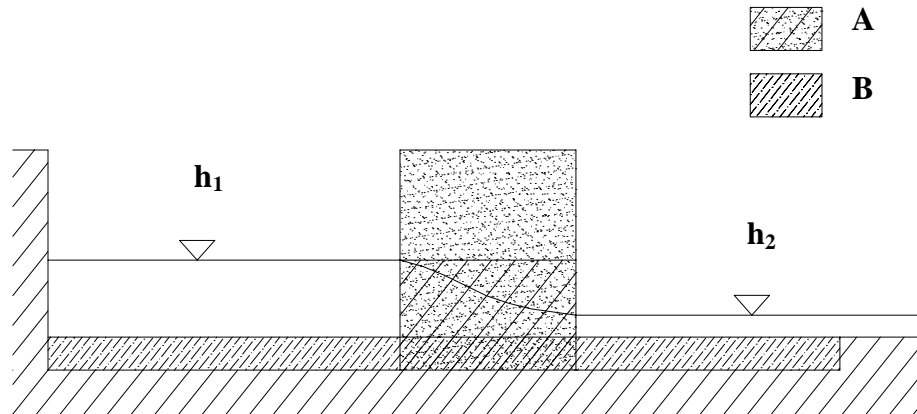


Figure A4.3 Flume hydraulic gradient for tyre bale permeability.

The flume was filled up to the weir level (Area B in figure A4.3). Then the upstream part of the flume was filled with water up to the height of the bale filled with the foam (Area A) - level h_1 and waited for equilibrium to be reached (i.e. where the upstream water depth was constant).

Simultaneous measurements were taken for both upstream and downstream water levels and the head over the weir. For the upstream water levels weir measurements were repeated until consistent agreement was achieved over 15-20 minutes. Then the crump weir gauges were read three times over ten minutes and the downstream gauge at four or five readings within 1mm.

Darcy's equation¹ in its simplest form for steady flow through uniform soil:

$$Q = kA \frac{\Delta h}{L}$$

For the purposes of this experiment the equation can be simplified to find k :

$$k = \frac{v(t)}{h_1(t) - h_2(t)} L$$

Results

Bale label	Length of pathway (m)	Height of bale (m)	Upstream depth (m)	Upstream water depth as % of bale height	Permeability, k (m/s)
1	1.38	0.65	0.61	94	0.019
6	1.54	0.7	0.55	78	0.0443
9	1.06	0.66	0.37	56	0.0533

Table A4.1: Bale permeability with long pathway

¹ A = flow cross sectional area, Δh = Head difference over flow length, h_1 , h_2 = head measurements or water height, k = permeability coefficient, L = length of flow path, Q = discharge, and $V(t)$ = velocity over the weir.

Bale label	Length of pathway (m)	Height of bale (m)	Upstream depth (m)	Upstream water depth as % of bale height	Permeability, k (m/s)
1	0.65	1.34	0.30	22	0.19
6	0.75	1.54	0.37	24	0.09
9	0.66	1.06	0.27	25	0.13

Table A4.2: Bale permeability with short pathway.

Permeability of the tyre bales over the long pathway (end to end) was calculated to be on average 0.04m/s, and 0.14m/s over the short pathway (across the width).

When compared to the permeability figures in table A4.3 it is evident that with flow orientated width ways across the bale, permeability is almost equivalent to that of gravel at 0.10m/s, and similar to very coarse sand at 0.01m/s if orientated length ways to the flow.

Particle type	Range of diameter (mm)	Order of permeability (m/s)
One-man stone	300-100	0.30
Gravel	80-10	0.10
Very coarse sand	3-1	0.01

Table A4.3. Typical permeabilities of sub-soil materials (CUR/CIRIA, 1991).

The study concluded that:

- The tyre bale permeability is similar to gravel or very coarse sand.
- Despite the large size of tyres they have a large surface area and create a long flow length.
- The permeability is greater when the length of pathway is short (i.e. the bale is upright in position). When the bale lies flat the length of pathway is long and the permeability is less. This could be as a result of how the bales are manufactured.
- When the pathway is long the tyre rims are obstacles creating a long flow path. More direct flow paths are available when the pathway is short.

Notation

A	Flow cross-sectional area
Δh	Head difference over flow length
h_1, h_2	Head measurements or water height
k	Permeability coefficient
L	Length of flow path
Q	Discharge
$V(t)$	Velocity over the weir

Appendix 5 Tyre bale stability tests under wave action

A5.1 Design of model bales

Properties of prototype bales

To accurately recreate scale models of the tyre bales, first the properties of the full size versions had to be established. Relevant details of these prototype test bales are given in table A5.1 below. The quoted density of the tyre material was 1309kg/m³.

Sample	Length (m)	Width (m)	Height (m)	Weight in air (kg)	Submerged weight (kg)
3	1.48	1.26	0.61	712.5	87
5	1.48	1.32	0.69	725	100
7	1.09	1.2	0.7	337.5	6.5
8	1.06	1.16	0.66	400	12.5
9	1.06	1.07	0.66	400	25

Sample	Approximate volume (m ³) from dimensional measurements	Actual Volume (m ³) from submerged weight.	Density (tyre without full saturation) (kg/m ³) weight/volume	Bulk Density (kg/m ³) weight/volume of bale	Calculated Porosity (with air only in voids) %
3	1.14	0.626	1138	625	50
5	1.35	0.625	1160	537	56
7	0.92	0.33	1023	367	65
8	0.81	0.39	1026	494	59
9	0.75	0.38	1053	533	57

Density of prototype tyre material 1309.3kg/m³.

Table A5.1 Measured properties of prototype bales

It was assumed that during both prototype and model operation most of the air pockets in the bales would be full of water and that there would be little flow through them. This was confirmed during porosity tests on the prototype bales where it took several minutes for the units to drain when removed from the test flume. Consequently voids filled with water were taken into account when calculating the total overall weight and therefore density of the model units.

Construction of model bales

The model tyre bales were constructed from two elements. Tyre chippings and the glue that held them together. The rubber chippings were obtained from Charles Lawrence International Limited (Product code CT2060 – Size 2-6mm) and described as tyre rubber granulate. The Specific Weight of the supplied material was measured in the sedimentation laboratory at HR Wallingford and the figure of 1.12g/cm³ was obtained (i.e. 1120kg/m³).

To create the model bales, several types of glue were tested but only two types proved acceptable in holding the rubber particles together. These were PVC glue and Cascamite, a water based wood glue. With both of these, a test cylinder was made using a minimal amount of glue and 100g of tyre chips. These cylinders were used to measure overall bale density and porosity. Details of the tests are given in table A5.2 below. The most acceptable result was obtained using PVC glue which gave the porosity value closest to that obtained from the prototype bale tests, 53% model and 57% prototype.

	Bulk Density (g/cm ³)	Porosity (%)	Height (cm)/Weight (g)	Volume by measurement (cm ³)
PVC Cylinder	0.56	44.23	9.7* / 102.41	182.92
Cascamite Cylinder	0.75	33.86	9.7 / 139.43	186.67

*average of four readings

Table A5.2 Measured properties of test cylinders

Measurement of model bale properties

From the tests on the full sized bales an average size ratio of 1:0.974:0.538 was obtained for the lengths of each side of the bale. Also, from an averaged set of measurements, dimensions of 1.234 x 1.202 x 0.664m were also obtained. By assuming a slightly different model size ratio of 1:1:0.5, the volume of the model bale was obtained from

$$V = (1x * 1x * 0.5x)^3$$

$$\text{Where } V = 1.234 \times 1.202 \times 0.664 = 0.985\text{m}^3$$

This leads to $x = 0.0486\text{m}$ giving a model bale of size $0.0486 \times 0.0473 \times 0.0261\text{m}$ rounded to $49 \times 47 \times 26\text{mm}$.

For the initial model cube construction tests, the density of the bales were taken as being the density of the tyre material i.e. 1120kg/m^3 . A geometric model scale of 1:25 was assumed for the test programme. The volume of the model cube was $5.9878\text{E-}5\text{m}^3$ ($0.049 \times 0.047 \times 0.026$), but allowing for the prototype porosity of 0.57 (0.43 solid material), this was reduced to $2.6346\text{E-}5\text{m}^3$ i.e. ($5.9878\text{E-}5 \times 0.43$). With an assumed density of 1120kg/m^3 , this gave 29g of material per model bale, plus the glue used to hold the material together.

Several test cubes of these dimensions and weights were produced (see figure A5.1) and re-tested for porosity. The results of three selected cubes are given in table A5.3.

Sample	Length (m) model (proto)	Width (m)	Height(m)	Weight in air (kg)	Submerged weight (kg). Immediately on submersion
Test cube 4	0.049 (1.225)	0.047 (1.175)	0.026 (0.65)	0.03306	0.001
Test cube 5	0.049 (1.225)	0.047 (1.175)	0.026 (0.65)	0.03177	0.001
Test cube 6	0.049 (1.225)	0.047 (1.175)	0.026 (0.65)	0.02999	0.0014

Sample	Submerged weight (kg). After 10 minutes	Submerged weight (kg). After 60 minutes	Weight in air (kg). After water dripped out	Weight of retained water (kg)
Test cube 4	0.00139	0.00143	0.037	0.00394
Test cube 5	0.00121	0.00124	0.035	0.00323
Test cube 6	0.00151	0.00152	0.033	0.00301

Sample	Approximate volume (m^3) from dimensional measurements model (proto)	Actual Volume (m^3) from submerged weight	Density (tyre without full saturation) (kg/m^3) weight/volume	Bulk Density (kg/m^3) weight/volum e of mould	Porosity (%) Calculated [†] (measured)
Test cube 4	$5.98\text{e-}5$ (0.935)	0.03163	1045	553	51 (45.43)
Test cube 5	$5.98\text{e-}5$ (0.935)	0.03053	1041	531	53 (45.14)
Test cube 6	$5.98\text{e-}5$ (0.935)	0.02847	1053	502	55 (48.25)

Density of model tyre material 1120kg/m^3

([†]) $1 - (\text{weight in air} / \text{density of material} / \text{volume of block})$

Table A5.3 Measured properties of test cubes

Around 300 units were then made at a scale of 1:25, with a specific weight of approximately 1120kg/m^3 . The nominal dimensions of the units were: $49\text{mm} \times 47\text{mm} \times 26\text{mm}$.



Figure A5.1 Model tyre bales

A5.2 Testing Model Tyre Bales Under Wave Action

Two series of tests were carried out on the model tyre bales under wave action.

Unfortunately the first revetment failed immediately wave action was introduced with complete collapse of the structure under 2.4m Hs wave conditions. After this further wave calibrations were undertaken using smaller incident waves between 0.2mHs and 0.5mHs with wave steepness values of 0.0028 to 0.033. The structure was then rebuilt for the second set of tests.

The original structure was rebuilt but using a ‘brick wall’ construction rather than the columnar design originally used. It was expected that this would improve the stability of the whole structure by interlocking the bales. However this proved not to be the case and the structure collapsed under its own weight before any waves were run. This was probably due to each bale receiving less support from the bales above with this construction method

The structure was again rebuilt using the original columnar technique which proved stable enough to withstand the initial wave condition of 0.2m Hs waves which were run for 30 minutes prototype equivalent.

The wave height was then increased to the 0.5m Hs incident condition but the structure collapsed after only 4 minutes (prototype equivalent) with a slumping of the bales starting in the top right of the structure and rapidly progressing diagonally towards the bottom left. The initial structure from Series 1 is shown in figure A5.2 and the final post test layout in figure A5.3.



Figure A5.2 Pre wave test construction (First Series)



Figure A5.3 Post wave test collapse (Series 2)

Discussion of results

These tests concluded that the model bales are highly susceptible to catastrophic damage under wave action in the form tested. The most stable configuration proved to be a columnar design with the bales in each row placed immediately above those of the row beneath. With no protection over the outer surface of the structure, the layout survived wave conditions of 0.2m Hs but collapsed almost immediately under 0.5m Hs wave action.

Appendix 6 Tyre bale stability tests under flow action

A6.1 Model units

The number (and scale) of the model units available dictated the size of the test section in the fluvial model tests and imposed a limitation on its length that could not exceed 1.5m (model) or 37.5m (prototype). In spite of (or better, because of) the limitation in length of the test section, it was important to ensure that flow conditions in front of the test section were uniform and representative of potential future schemes using tyre bales. It was therefore considered beneficial to introduce two sections of fixed bank immediately upstream and downstream of the test section.

A6.2 Determination of test conditions

It was decided to test the tyre bale units exposed to the current flow, i.e. as a revetment. Revetment stability tests are usually carried out by gradually increasing the flow velocity until instability of the revetment units is observed. Since the flow velocity is dependent on the flow rate and cross-sectional area of the flow (or depth of water, for a fixed channel width), these are the parameters that are usually varied during stability investigations. The test programme specification included up to two different flow rates and three different water depths but the exact parameters needed to be determined. Since tyre bales are a potentially new material for the construction of revetments, an estimate had to be made of their likely stability under current attack. An upper limit of 3m/s (prototype) was assumed for the flow velocity based on the knowledge that box gabions (which have a considerably higher specific weight than the tyre bales, at around 2700kg/m³) can withstand velocities of the order of 5m/s. Adopting Froudian similarity law (which is applicable when gravity forces, as well as inertia, are dominant) a 3m/s prototype flow velocity corresponds to a flow velocity of 0.6m/s in the model.

The test flow depths and width of the model were determined based on typical UK river flow conditions: 100m bed width and 7.5m bank full depth. In the model this corresponds to a 4m bed width and 0.3m depth. It was decided to represent half the bed width in the model (i.e. 2m) and to use two nominal water depths: 0.1m and 0.2m.

A6.3 Experimental set-up and exploratory testing

Due to the light weight of the model units there was some concern as to whether they could provide a stable revetment on a river bank slope. Similar types of revetment such as gabion boxes are intrinsically stable on account of their high specific weight (in excess of 2600kg/m³) and can therefore in most circumstances withstand the pressure forces exerted by the material of the bank at almost vertical slopes.

Some exploratory qualitative tests were carried out to anticipate any problems that might otherwise arise during the model tests as a result of instability of the bank rather than instability of the tyre bale units when subjected to current attack. These tests provided information on the materials to use (or not to use) for the backfill and on suitable construction methods. In these tests the tyre bale units were carefully placed at a 6° angle to the vertical forming a 300mm long revetment and were constructed in the dry:

Several conclusions were drawn from the exploratory tests:

- The construction of the revetment wall in the model had to be carried out with care, placing the backfill after each layer of tyre bales;
- The maximum height of the revetment wall in the model should not exceed 270mm in order to be stable;
- Using wet backfill is advantageous in terms of bank stability;
- The amount of loose backfill material should be minimised to reduce the risk of bank collapse by rotational failure or tension cracks;
- It may be advantageous to use a backfill material with a low specific gravity in the model, to match the low weight of the tyre bale units.

A 6.4 Test rig and instrumentation

The revetment tests were carried out in an existing test facility, the 'High Discharge Flume', which was adapted for the study. This facility is 25m long by 2.4m wide by 1.3m deep. Flow rates are measured using a triangular-profile weir located at the downstream end of the flume. Water depths were measured using a point gauge fixed onto a bar positioned across the flume.

A 3.9m long model section of river bank was built in the flume (only one bank was reproduced) as shown in figure A6.1, consisting of four distinct sections. In view of the results of the exploratory tests described above, it was decided to use a lightweight fill material and to minimise the amount of backfill behind the units. This led to the choice of anthracite with $D_{50}=0.85\text{mm}$ and specific gravity of 1.39. The fill material was placed behind the units against a backing of cement mortar (see figure A6.1). The tyre bale units were positioned in a staggered manner and light cement mortar was placed in the gaps formed between the ends of the units and the sides of the fixed bank.



Figure A6.1 Construction of the tyre bale fluvial test section



Figure A6.2 Fluvial test set-up (view from upstream)

In prototype terms, the overall length of bank reproduced in the model was 97.5m, with a 37.5m long test section formed by the tyre bale units.

A6.5 Testing

The tests were performed by first setting the required nominal tailwater depth and then gradually increasing the flow rate until instability of the blocks was observed. Figure A6.3 and figure A6.4 illustrate the test conditions. The results of the tests with nominal water depth of 0.1m (model) or 2.5m (prototype) are presented in table A6.1. Table A6.2 presents the results for nominal water depth of 0.2m (model) or 5m (prototype).



**Figure A6.3 Flow conditions during test 3 (mid depth model velocity of 0.335m/s) View from front.
Nominal water depth 0.1m**



Figure A6.4 Collapse of bank – nominal water depth 0.1m

While setting up the flow conditions for tests with nominal water depth of 0.2m (corresponding to 5m in the prototype) instability of the tyre bale wall was immediately observed. At water depths of 0.175m (model) the backfill started to settle significantly and the tyre bale wall suffered substantial deformation, bulging outwards into the flow. This would lead to full collapse of the wall but a decision was made to try to re-align the bank, add some more backfill, and carry on with the testing so that some measurements could be taken. Once the bank was stabilised, it was possible to increase the flow rate (and velocity) until failure occurred at prototype velocity of about 0.5m/s (see figure A6.5).



Figure A6.5 Failure of the bank (nominal depth 0.2m)

Test	Water depth (m)		Flow rate (m ³ /s)		Flow velocity** (m/s)		Observations
	Model	Prototype	Model	Prototype*	Model	Prototype	
1	0.0983	2.46	0.0243	76.0	0.110	0.551	Stable bank
					0.141	0.704	
					0.126	0.628	
2	0.104	2.60	0.0494	155	0.227	1.14	Stable bank
					0.280	1.40	
					0.282	1.41	
3	0.0989	2.47	0.0592	185	0.270	1.35	Some settlement of the backfill; tyre bales slightly detached from the backfill at top of bank
					0.335	1.68	
					0.353	1.76	
4	0.102	2.55	0.0693	217	0.334	1.67	Stable conditions
					0.407	2.03	
					0.366	1.83	
5	0.104	2.60	0.0876	274	0.401	2.01	Stable conditions
					0.467	2.34	
					0.491	2.45	
6	0.100	2.50	0.0982	307	0.481	2.40	Stable conditions
					0.580	2.90	
					0.557	2.78	
7	0.106	2.65	0.108	337	0.527	2.63	Stable conditions; bulging of the wall
					0.793	3.96	
					0.507	2.54	
8	0.114	2.85	0.117	366	0.453	2.26	Bulging of the tyre bank wall gradually increasing until total collapse.
					0.865	4.32	
					0.477	2.38	

* Corresponds to half cross-section

** Velocity measurements taken at the bed, mid depth and surface

Table A6.1 Results of tests carried out with nominal water depth of 100mm (model) or 2.5m (prototype)

Test	Water depth (m)		Flow rate (m ³ /s)		Flow velocity** (m/s)		Observations
	Model	Prototype	Model	Prototype*	Model	Prototype	
9	0.174	4.36	0.0284	88.8	0.073	0.365	The fill behind the bank settled and the tyre bale wall began bulging outwards. The alignment was re-set so that tests could proceed
					0.083	0.418	
					0.085	0.426	
10	0.192	4.80	0.0344	197	0.069	0.343	Stable bank
					0.093	0.466	
					0.089	0.446	
11	0.100	5.01	0.0406	127	-	-	Collapse of bank
					-	-	
					-	-	

* Corresponds to half cross-section

** Velocity measurements taken at the bed, mid depth and surface

Table A6.2 Results of tests carried out with nominal water depth of 0.2m (model) or 5m (prototype)

A6.6 Discussion of results

For both water depths tested, the collapse of the tyre bale bank was generated from the top to the bottom of the bank. This is an untypical failure mechanism for river revetments where instability at the toe is usually the trigger for collapse. In the present case it appears that the bank failed due to settlement of the backfill (most likely caused by water seeping through the bales) followed by detachment of the tyre bale units. Although this could not be observed in the model, it is likely that the bales separated from the backfill along the depth of the bank; without back support the units had insufficient weight to remain stable and the wall started to bulge outwards. This was a gradual process that would undoubtedly have affected the local flow conditions, increasing the local level of turbulence.

The instability observed at the start of the second series of tests (with higher water depth) indicated that the water depth plays an important role in the stability of the bank. Higher water depths generated accentuated settlement of the backfill which led to failure of the revetment. From the test results it may be concluded that tyre bales positioned at a 6° angle to the vertical are likely to withstand relatively high flow velocities (up to 4m/s) in water depths below 2.5m. However, it should be stressed that the test results were very dependent on the method adopted for bank construction and the choice of backfill and cannot therefore be considered general. Further research would be necessary to investigate the effect on stability of parameters such as the revetment slope, backfill material and bank construction method.

Appendix 7 Fire testing

Public and regulatory concerns have been raised in the past on the potential fire hazards when tyre bales are used in civil engineering applications. It was agreed in consultation with the Fire and Risk Sciences Division of the Building Research Establishment (BRE), Watford, London, that there were two potential threats; arson (i.e. deliberate ignition) and self-heating.

The threat of arson is perceived to be a potential problem when the baled tyres are stockpiled on-site waiting to be used in a civil engineering project. There could be a very large number of exposed bales that could become a target for malicious attack and it was not certain how easily such bales might be ignited.

The self-heating hazard may arise from the bulk use of the tyre bales. It was thought that an exothermic reaction resulting from steel wires in the tyres and in the presence of moisture, could cause self-heating. This could then lead to spontaneous combustion, as the heat generated would be dissipated slowly due to densely packed bales providing good thermal insulation.

BRE were commissioned to undertake investigations into assessing these fire hazards and provide information associated with tyre bale storage and use. BRE is the UK's leading centre for research and consultancy on:

- *construction quality, process and productivity*
- *environmental impact of construction, sustainability and whole-life performance*
- *energy efficiency of buildings*
- *renewable energy in buildings*
- *building performance - structures, materials and systems*
- *prevention and control of fire*
- *risk science*
- *knowledge dissemination and systems*

BRE has purpose-built facilities for both small and large scale fire testing. A 3 metre calorimeter is capable of characterising fires up to 2 MW in size. A 9 metre calorimeter, situated in BRE's Burn Hall laboratory, is capable of fire sizes up to 10 MW. The calorimeters are used primarily for the measurement of fire heat release rate. Additional measurements of fire mass loss, temperatures, radiant flux, toxic gas release and smoke densities can also be carried out.

BRE's Management System complies with BS EN ISO 9001 'Quality Management Systems', and is closely aligned to BS7799 Information Security Management Pt 1 Code of Practice.

BRE is committed to providing authoritative, independent services and products. Continuous improvement is an integral part of the BRE Management System and regularly audit their compliance with policies and requirements.

BRE has been accredited by UKAS for a range of tests against M10 (General criteria of competence for calibration and testing laboratories) and EN 45001 (General criteria for the operation of testing laboratories). It is BRE's policy to provide a testing service that complies at all times with UKAS requirements. BRE is a UKAS accredited testing laboratory (number 0578).

To obtain quantitative information on the fire behaviour of the tyre bales a series of tests were undertaken:

- An Isothermal self-heating test
- A single tyre bale fire test and,
- A comparative fire test on tyre crumb

A7.1 Isothermal self-heating test.

This test is used to provide experimental data on the self-heating behaviour of materials. The information obtained is then used in Thermal Ignition Theory to predict the likely behaviour in full-scale applications. Guidance can be provided on safe volumes, temperatures and times to ignition for any application of the materials tested.

Method

The materials tested were pieces of recycled car tyre cut from a car tyre bale. The pieces of the car tyre were then tied together using steel wire to form a small 'bale' that was then placed into the wire basket for testing. The size of the test sample 'bale' used was dependent on the basket size used in the particular test. The test sample was constructed to fill the whole basket size used in the tests.

Test Procedure

The test method is described in detail by Beever (1982). The material, prepared as described above, was placed in cubical wire mesh baskets of different sizes (side 50mm, 75mm, 100mm and 125mm). The filled cube was then suspended in an oven pre-heated and thereafter maintained at a known temperature to within $\pm 2^\circ\text{C}$.

The centre and surface temperatures of the sample were monitored using 0.5 mm, stainless steel sheathed, chromel /alumel thermocouples. These were connected to a data-logger so that the self-heating process could be observed and recorded.

Two types of behaviour of the material were observed;

- 1 the central sample temperature rising by a relatively small amount ($< 60^\circ\text{C}$) above the pre-set oven temperature and then falling back to the oven temperature (sub-critical behaviour), or
- 2 the central sample temperature rising slowly to a high value $> 500^\circ\text{C}$ above the pre-set oven temperature, indicating ignition (super-critical behaviour).

If the sample ignited, then the oven was reset to a lower temperature and a fresh sample tested. Conversely, if a sample failed to ignite the test was repeated with a fresh sample at a higher temperature. In this way, the minimum ambient temperature for ignition was determined for each cube size used.

Results

A total of 16 isothermal tests were conducted, to establish the critical ignition temperature for 4 series of cubic basket tests. The time for each test varied from about 24 hours to 7 days depending upon whether ignition of the sample was achieved and the cube size. If ignition occurred, the sample was allowed to burn in the oven until either combustion was complete or a peak temperature had been reached. If no ignition occurred the test was continued until either a peak temperature had been achieved and the material was cooling back to the oven temperature, or a steady temperature was measured over a long time period.

Figures A7.1 and A7.2 show the typical temperature/time curves for samples that ignited (super-critical) and a sample where no ignition occurred (sub-critical). For the super-critical condition a peak temperature of 620°C was reached. In the sub-critical condition a modest temperature rise occurred, reaching a peak of 365°C , which is 60°C above the set oven temperature. This indicates that although some self-heating is occurring, the ambient temperature is not sufficient for ignition to occur.

After ignition, the sample residue was composed of a grey ash with the steel reinforcing wire also remaining. The mass of the material was reduced by approximately 79%. If the sample did not ignite, the material remained intact as a block and the mass loss was within the range 6 - 38%.

The results from the ignition tests are summarised in Table A7.1.

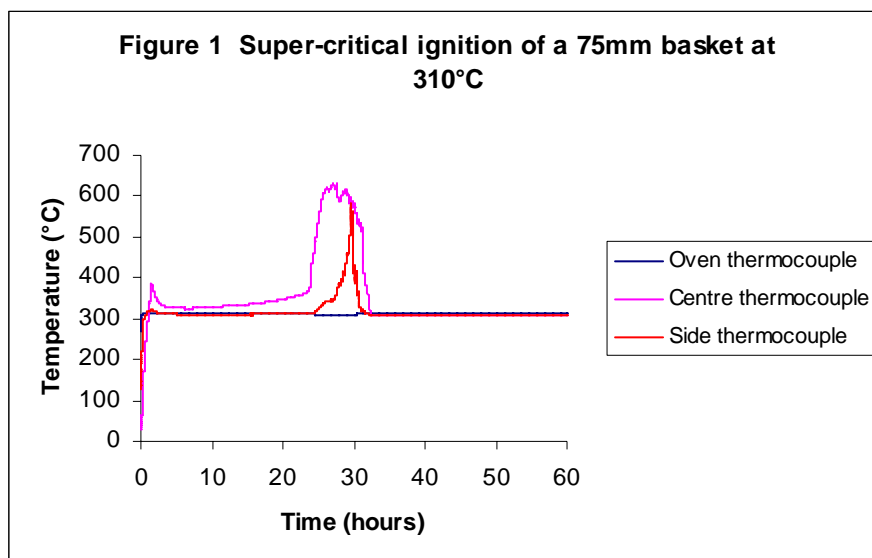


Figure A7.1 Result of testing a 75mm basket at 310°C

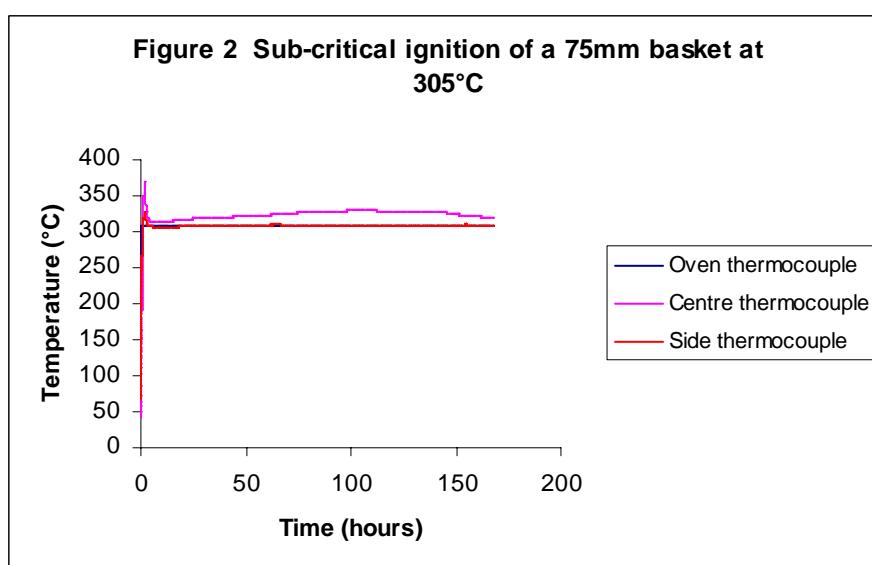


Figure A7.2 Result of testing a 75mm basket at 305°C

Test sample	Cube size (mm)	Critical temperature (°C)	Time to ignition (hr)
Tyre bales	50	325	18.6
	75	310	23.9
	100	300	30.2
	125	290	6.4

Table A7.1 Summary of test results

Thermal ignition theory was then used to extrapolate these results to full size bales.

A tyre bale block of 10 bales long, by 4 deep and 4 high (17.5m x 6m x 3m) would be very ‘sub critical’ when stored in this volume and geometry at an ambient temperature of 35°C. This arrangement would not become ‘critical’ until an ambient temperature of 188°C was present around the tyre bales and would take 39 days before it ignited.

If the size was enlarged to 50 bales by 20 wide and 4 high the critical limit is not reached until 185°C is reached and it would take 50.4 days to ignite. Thus, even much larger volumes have very little effect on this critical temperature.

For the arrangement of tyres used in the trial at Pevensey Bay (see appendix 8): 5 bales wide by 5 high and 12 long, the critical point is not reached until an ambient temperature of 182°C is present around the block and would take 65.4 days before it ignited.

If during the construction use of the tyre bales an insulating layer of non-combustible fill material, such as gravel, were used to surround each tyre bale then each can be treated as a single entity. In this case a tyre bale of dimensions 1.75m x 1.5m x 0.75m will not become critical until an ambient temperature of 224°C is reached and time to ignition would be 2.3 days.

These results are summarised in table A7.2 below.

Tyre bale usage	Dimensions of tyre bale stack	Critical ignition Temperature of material (°C)	Time to ignition
Storage	17.5m x 6m x 3m	188	39.0 days
	87.5m x 6m x 3m	185	50.4 days
Pevensey trial	21m x 7.5m x 3.75m	182	65.4 days
Single bale	1.75m x 1.5m x 0.75m	224	2.3 days

Table A7.2 Summary of calculations

Conclusions

1. Tyre bale material was tested isothermally to determine its self-heating properties. From the critical ignition temperatures recorded the material was found to be susceptible to self-ignition.
2. Thermal ignition theory was used to correlate the results and a good straight line for $\ln(\delta_c T_R^2/r^2)$ versus $1/T_R$ has been found over the cube size range tested. Therefore, extrapolations for larger piles and different geometry's may be made with some confidence.
3. The lowest ignition temperature determined for the tyre bales when analysed in three different configurations was when used in the Pevensey trial, and was determined to be 182°C. This is far in excess of the expected ambient temperatures experienced during the normal use and storage of the tyre bales in civil engineering projects.
4. The time to ignition for the Pevensey trial tyre bale configuration, when held at an ambient temperature of 182°C, would be 65.4 days. It can be expected that the tyre bales, when used in civil engineering projects, would be in-situ for considerably longer than 65.4 days. However, the temperature required for self-heating to be initiated is far in excess of temperatures expected when the tyre bales are in normal use.
5. If the tyre bales were to be surrounded by gravel, forming a non-combustible insulating layer, then the tyre bale can be taken as a single entity. In this case the bale would not become critical until an ambient temperature of 224°C is reached, which is far in excess of any anticipated temperature conditions. Even if this temperature were experienced, the bale would only be expected to self-heat after 2.3 days.
6. In normal ground conditions the ambient temperatures experienced by the tyre bales would not be expected to be anywhere near the 182°C required for ignition. However, if the tyre bales were used in ground engineering works in an area subject to heating from an external source, for example a burning

landfill site or coal seam, then the ambient temperature experienced may reach the critical temperature for ignition.

Recommendations

1. The ambient temperature of the tyre bales in storage and when used in civil engineering works should be maintained below the calculated lowest critical ignition temperature of 182°C, in order to avoid self-heating.
2. The use of inert material, such as gravel, to surround tyre bales would be advantageous, as it can be assumed that the bales are single entities and this would increase the critical ignition temperature of a single bale to 224°C.
3. The tyre bales should not be used in civil engineering works in areas where there may be an increased risk of heating from external sources such as subterranean fires.
4. If the characteristics of the final product material were to change significantly, i.e. different tyre bale material, it would be necessary to re-assess the self-heating properties of the material.

A7.2 Single tyre bale fire test.

The threat of arson is perceived to be a potential problem when baled tyres are stockpiled on-site waiting to be used in a civil engineering project. Potentially there could be a large number of exposed bales which could become a target for malicious attack. It was not certain how easily bales might be ignited.

To obtain quantitative information on the fire behaviour of tyre bales a fire test on a single bale was undertaken in the '9 metre calorimeter' in BRE's Burn Hall laboratory, which is capable of fire sizes up to 10MW. The calorimeter is used primarily for the measurement of fire heat release rate. Additional measurements of temperatures and radiant flux from the tests were also measured.

As a comparison, a fire test was also undertaken on 15mm tyre crumb held in a metal cage of the same dimensions as the tyre bales. This test is explained in section A7.3 below.

A7.2.1 Experimental procedure

A tyre bale is typically constructed from approximately 100 recycled car or van tyres, compressed and held together with heavy wire strapping. The bale used in this test was approximately 1500mm x 1400mm x 500mm (see figure A7.3) and had a mass of around 1 metric tonne. Ignition of the bale was achieved using a No. 7 wooden crib as described in BS 5852-2:1982 Fire tests for furniture: Method tests for the ignitability of upholstered composites for seating by flaming sources. This gives an ignition source equivalent to four sheets of full size newspaper.

The tyre bale was placed inside a metal fire tray and located underneath the 9m calorimeter hood. Three thermocouples were placed on the surface of the tyre bale in the centre and the other two on the side surface on opposite sides of the bale. A radiometer was used to measure heat flux and was placed 2m from the tyre bale ignition point.

Two separate tests were undertaken on the bales, with the first using the ignition source on one external corner of the bale and the second in an internal cavity. The second test was undertaken due to the failure of the first ignition location to ignite the bale.



Figure A7.3 Tyre bale used for fire ignition testing

A7.2.2 Test results

Test 1: Ignition at corner

Ignition of the bale on the outer surface was not achieved. Although the ignition source did cause localised burning where the flames impinged onto the bale, the heat source was insufficient to allow burning to continue once flaming from the crib ceased (see figure A7.4). This demonstrates that if the bales are stacked or placed in such a way that only the tyre treads are exposed, it is difficult to achieve ignition with this type of ignition source.



Figure A7.4 Ignition attempt at one corner of the tyre bale

Time (s)	Observations
0	Logger start
60	Camera start
120	Ignition of wooden crib
120-445	Slight burning on tyre surface followed by self-extinguishing
650	Wooden crib collapses – no ignition

Table A7.3 Tyre bale test 1 - timeline

Test 2: Ignition inside tyre cavity

Due to the failure of the first ignition location to ignite the tyre bale a second attempt was undertaken. The crib location was moved and placed inside the rim of one of the tyres as shown in figure A7.5 even though it was accepted that in most cases bales would be stacked in such a way that the rim of the tyres would not be exposed. Table A7.4 records the observations in the second test with timings continued from test 1.

Ignition of the bale on the inner surface was achieved. Initial ignition of the bale was slow with the fire remaining inside the bale for eight minutes, until such time as the flames had taken hold of the tyres themselves, after which time the fire grew steadily for a further eight minutes. Subsequently a period of rapid fire growth was observed, until the fire was deemed too large to continue the test. The fire was extinguished using water.

Figures A7.7 and A7.8 show the graphical outputs of rate of heat release and surface temperatures and heat flux respectively for both tests.



Figure A7.5 Ignition attempt inside the rim of one of the tyres

Time from logger start (s)	Observations
900	Ignition of wooden crib
937	Flames on upper edge of tyre
962	Flames on upper surface of front tyre
997	Smoke emitting from gap between tyres
997-1080	Flaming on rim edge
1115	Self sustaining flaming on stack
1207	Sustained flaming with flames starting to grow
1307	Flames extend past upper edge of the stack
1329	Crib collapses
1363	No flames visible through hole at rear of stack
1430	Smoke emitting from gaps between tyres on upper surface
1508	Smoke emitting from centre joints
1548	Flaming on upper surface of tyre first ignited
1563	Wire strap breaks
1623	Flames emitting from joint between tyres first ignited
1710	Small pool fire below point of first ignition
1785	Flames on upper surface growing
1881	Flaming half way across upper surface
2187	Test terminated

Table A7.4 Tyre bales test 2 - timeline

A7.2.3 Discussion

The first location for the ignition of the tyre bale was chosen as this was thought to be a likely location for an arsonist to try to light the tyre bale, as this surface is exposed during stacking of the bales. It was found however, that the crib was not able to provide sufficient heat to obtain any sustained self propagating flaming of the tyre bale. As soon as the crib fuel was consumed, the flames were extinguished without any further flaming of the tyre.

A second attempt was made to light the tyre bale. This time the location was changed and the crib was placed inside the rim of a tyre. It was recognised that this may be less likely as an area for an attempted arson attack, as this face of the bale is usually facing internally (although the ends of stacked bales will have this face open to access). This position for the ignition source was more successful and resulted in the bale igniting and developing in a fire.

The fire developed slowly for the first eight minutes after ignition and then steadily over a further period of eight minutes after which a more rapid growth of the fire occurred, reaching a rate of heat release of about 280kW. At this point there was a very rapid increase of in the fire growth, reaching a rate of heat release of about 580kW, followed again by a steady increase to 700kW. At this point the test was terminated to avoid potential damage to the smoke extract plant through glowing embers being carried in the fire plume. The measured heat flux from the burning section of the bale was in excess of 20kW/m².

It was noted that during the test two wire straps snapped. However, the tyre bale remained intact and did not collapse, although some level of compaction of the bale may have been reduced. The bale producer was concerned that the snapping of the bale wires may have arisen due to over-stressing of the wires during improper handling (lifting of the bales using the wire straps).

A post test assessment of the fire damage to the tyre bale was undertaken and is described in table A7.5 and shown in figure A7.6.



Figure A7.6 Fire damage sustained by the bale

Tyre number 1 st row	Damage	Tyre number 2 nd row	Damage
1	60% of tyre burned	1	40% of tyre burned
2	40% of tyre burned	2	Surface burned only
3	30% of tyre burned	3	Exposed surface down to wire, 5% burned
4	Exposed surface down to wire, 10% burned	4	Exposed surface down to wire, 5% burned
5	Exposed surface down to wire, 10% burned	5	Exposed surface down to wire, 1% burned
6	Small area of wire exposed	6	Less than 1% of exposed surface down to wire
7	Small area of wire exposed	7	Less than 1% of exposed surface down to wire
8	1-2mm surface char, no wire exposed	8	Surface char on treads
9	1-2mm surface char, no wire exposed	9	Onwards: no damage
10	1-2mm surface char, no wire exposed		
11	Onwards: no damage		

Table A7.5 **Damage assessment on tyre bale**

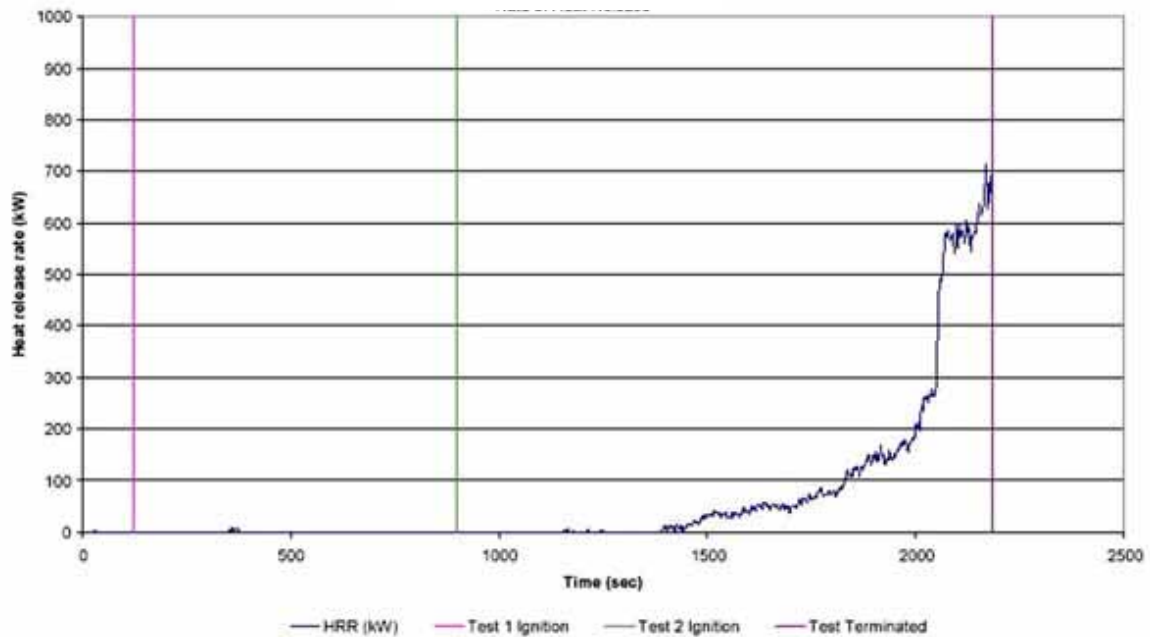


Figure A7.7 **Tyre bale test 2: Rate of heat release**

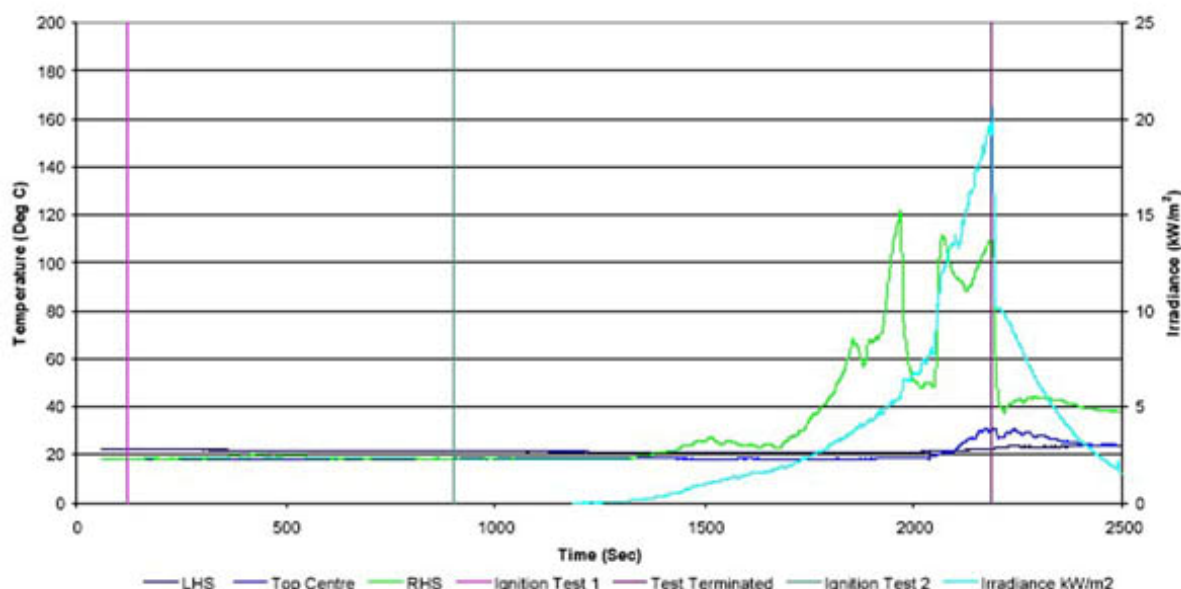


Figure A7.8 Tyre bale surface temperatures and heat flux

A7.3 Comparative tyre crumb fire test

A7.3.1 Experimental procedure

This test was conducted to compare the ignitability of tyre crumb with that of tyre bales. Tyre crumb is widely used in a variety of applications (see section 3.2) and it was thought that this would provide a suitable benchmark to compare the fire behaviour of tyre bales.

700 kg of recycled tyre crumb was placed into a wire mesh 'basket' made of chicken wire, with approximately the same dimensions as a tyre bale as shown in figure A7.9. The basket was placed inside a metal fire tray located underneath the 9m calorimeter hood. Three thermocouples were placed on the surface of the tyre crumb, one on the top surface in the centre and the other two on the side surface on opposite sides of the bale. A radiometer was used to measure heat flux and was placed 2m from the bale ignition point. A No.7 wooden crib was again used for ignition - placed in a corner of the basket and buried in crumb to its top surface.



Figure A7.9 Tyre crumb basket

A7.3.4 Test results

Once ignited the fire growth was relatively slow taking six minutes to involve an area of 20cm x 20cm. During the period between 6 and 8.5 minutes the fire grew rapidly (see figure A7.10).



Figure A7.10 Tyre crumb ignition location

The flames were extinguished with water when approximately 95% of the upper surface of the crumb was involved in the fire.

Time (s)	Observations
0	Logger start
60	Camera start
120	Ignition of wooden crib
214	Flames in corner of basket
234	Flames at approximately 20mm high
272	Flames at height of basket edge
300	Surface to right hand side alight
350	Flames spreading on the upper surface
400	Area of approximately 20 x 20cm burning
455	Area of approximately 500 x 500cm burning
520	Approximately 50% of the upper surface burning
639	95% of the upper surface burning (test terminated)

Table A7.6 Tyre crumb test timeline



Figure A7.11 Tyre crumb post test

Figures A7.12 and A7.13 show the graphical outputs of the rate of heat release and temperature and heat flux respectively.

A7.3.6 Discussion

The basket containing the tyre crumb was ignited at one corner as shown in figure A7.10. The crib ignition source was found to ignite the tyre crumb more quickly than the tyre bale, with the fire growing rapidly up to a peak value of 1.5MW after about eight minutes from ignition. Figure A7.13 shows surface temperatures of over 800°C were recorded where the flaming combustion occurred and a heat flux of nearly 9kW/m² was measured 2 m away from the fire.

Under the fire test conditions, in comparison with the bale fire tests, the crumb fared much worse. The time to ignition was shorter and rate of heat release (1.5MW heat output in 8 minutes, compared to 0.7MW achieved in 23 minutes with the second tyre bale test, the first having failed to ignite at all) was greater.

Far fewer embers were observed in the smoke plume from the crumb fire than in that from the bale test

While the measured heat flux from the crumbed tyre was less than that of the compacted bale, it would not be unreasonable to conclude that the actual heat flux from the crumbed tyre would have been greater. The reason for the difference in the two measured values is due to the view angle of the meter. In the tyre bale test, the radiometer was looking directly at the flaming portion of the fire, which burned in a localised corner of the bale. In the crumb test however, the burning was primarily on the upper surface of the crumb and hence the heat flux meter would have seen a smaller flame area, and thus measured a lower heat flux.

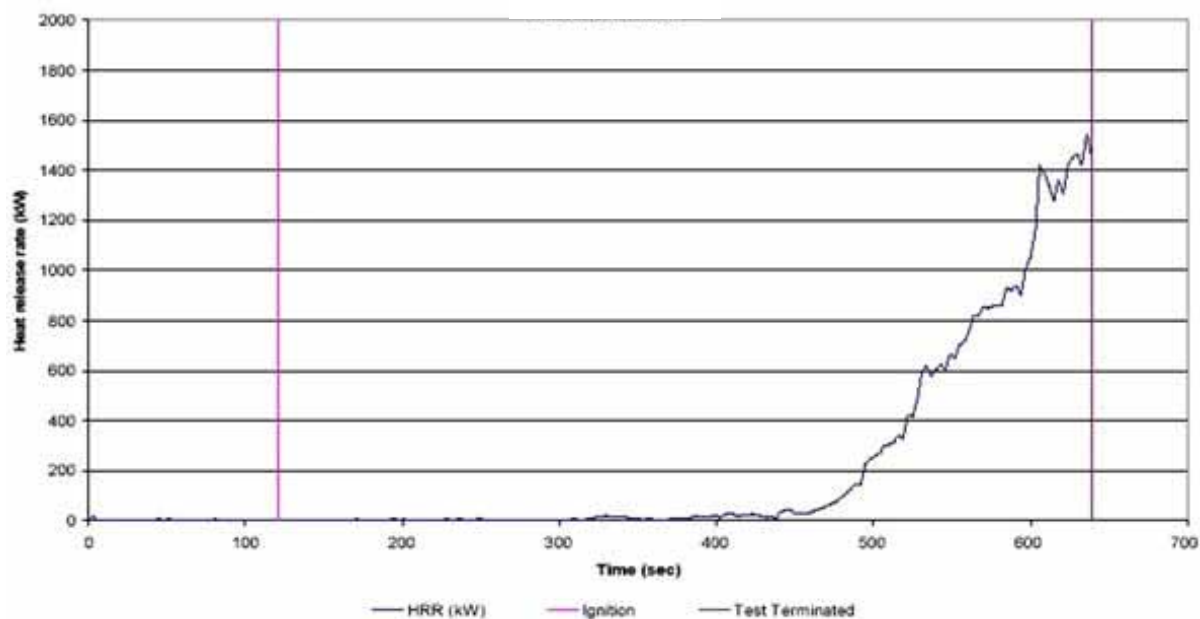


Figure A7.12 Tyre crumb: Rate of heat release

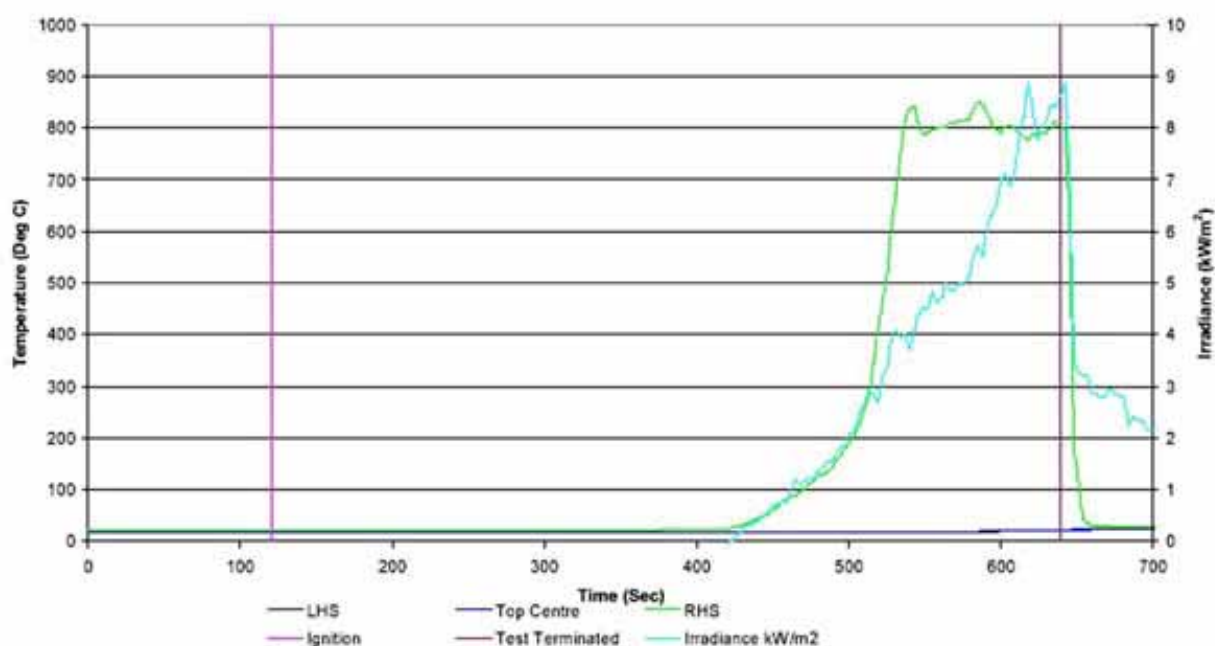


Figure A7.13 Tyre crumb surface temperatures and heat flux

A7.3.7 Conclusions

The fire test on the tyre bale indicated that the bales are not particularly easy to ignite when the exposed surface available is the tyre tread surface. A sustained ignition source of a wooden crib in this position did not lead to an ignition of the bale. When the ignition source was moved and placed inside the rim of the tyre, on the other surface of the tyre bale, ignition was achieved relatively easily. Hence, during storage the risk of the tyre bales being ignited may be reduced by storing the bales in such a manner that the only surface with ease of access is the side of the bale with the tyre tread.

Once the tyre bale had been ignited the rate of growth of the fire was quite slow over the first 16 minutes of the fire. The rate of heat release only increased significantly after this time. This timescale might allow fire service intervention before the fire becomes too large. The tyre crumb test, by comparison, was easier to ignite using a crib and the rate of fire growth was much quicker than the bale.

Based on the results of the fire tests undertaken, it would appear that the tyre bale provides a lower fire hazard compared to tyre crumb of a similar volume and geometry.

Addendum to Appendix 7

One member of the project steering group contested that the report of the Fire Testing included in this appendix does not reflect his concerns that the 'Single Bale Fire Test (section A7.2) Test 2: Ignition inside tyre cavity' was conducted incorrectly and /or conducted using a faulty or reject tyre bale. This addendum deals with this issue.

No British Standard or other standardised test exists specifically for fire tests of tyre bales. Indeed, as far as the research team is aware, no previous controlled and documented fire tests on a tyre bales have been carried out anywhere in the world, including Europe and the United States. The approach to the testing therefore relied on the experience and professional expertise of the BRE Fire Research Station, exactly the situation that would prevail if a potential user asked for independent tests.

Of course, given this lack of standardisation any aspect of the test methodology is open to question and the project steering group member raised the following four points:

1. The steering group member contested that there should not have been a cavity available inside the rim of the tyres in which to put the ignition crib as the bale was incorrectly compressed and therefore a reject block – which should not have been used for testing. The project team's opinion, having inspected a number of similar tyre bales, is that cavities of varying sizes are always available on two out of the six faces of any tyre bale.
2. The steering group member highlighted the possibility that the banding wires had been weakened by improper handling before the test. Our opinion is that, even if this were the case, it was not material to the test outcome as the wires would have stretched and failed under the action of heat in any event. Furthermore, the amount of expansion of the bale after the wires broke was small (a positive outcome for the baling industry) and hence the effect on burning rate was limited.
3. The steering group member contested that the crib structure should have been placed outside the tyre block to test ignition. Test 1 was such a test, but failed to ignite the bale. The selected position of the crib was seen as a worst-case ignition location. As pointed out in the main body of the report, with appropriate stacking/storage of the bales, such a location would not be available to a potential arsonist.
4. The steering group member believed that the results produced are misleading and will be damaging to his interests in the tyre reprocessing industry. We do not believe this to be the case; Appendix 7 has to be seen in the context of the rest of the report. In fact, we believe that this independent research project has demonstrated that the introduction of tyre bales into civil engineering (and into coastal and fluvial engineering in particular) offers positive sustainable economic and environmental benefits that can readily be appreciated by the reader looking at this report as a whole.

The steering group member voiced his concerns during the period of review by the steering group of the draft final report. Notwithstanding our view that there was no substantive issue to answer, some improvements to the way the tests were reported were agreed with the BRE Fire Research Station who conducted the testing and subsequently implemented. In addition to these changes, and by subsequent agreement, a figure showing the bale fully alight (and as directly comparable - the equivalent tyre shred picture) was removed, again, in agreement with BRE FRS. The reason for the removal of these photographs was because they were not taken in a comparable manner and tended to exaggerate the nature of the fire in the bale.

It was considered that further changes to the report to reflect the opinion of points 1 to 4 above (e.g. omission or 'slanting' of the outcome of the fire tests) would be unprofessional and would have distorted the independent stance which both BRE FRS and HR Wallingford must adopt. It was also the case that the BRE scientist who conducted the tests believed that the concerns raised by the steering group member had little, if any, bearing on their outcome.

The report was therefore finalised and submitted without the express approval of the steering group member concerned. HR Wallingford does not feel that this in any way detracts from the validity of the findings reported or of the report as a whole. The DTI advised that instances of industry partners not being entirely content with the outcome of research are not unknown, and pointed out that it was always open to interested parties to conduct their own research or testing to question or confirm published results.

Appendix 8 Pilot project summaries

A key aspect of this study was to address the full range of issues arising from the potential use of tyres in engineering works and in the water environment. Pilot schemes in coastal and river sites were used to demonstrate the suitability of tyres to different applications. The sites have been monitored for physical movement, stability and particularly for chemical leaching leading to any adverse environmental impact.

A8.1 River Witham flood defence embankment

A8.1.1 Background

The River Witham runs from Lincoln to Boston in Lincolnshire. Both the Witham and its tributaries form a complex watercourse system. Most of the watercourses are highland carriers transporting water across low-lying fens.

In 1997, a Strategy Study, undertaken by Bullen Consultants for the Environment Agency, of the Lower Witham System (see figure A8.1) indicated that the flood embankments were in a poor condition and needed strengthening and rehabilitating. As a result, the structural integrity of all riverbanks was assessed and prioritised for works over the next 50 years.

A phased programme of stabilisation of weaker lengths of the banks combined with the provision of storage areas has been adopted to provide a flood defence standard of 1 in 25 years. There are over 300km of raised embankments in total and over 130km are at the end of their useful life, requiring strengthening and raising or erosion protection. The embankments protect residential properties, isolated rural communities and highly productive agricultural land. The overall catchment covers over 2000km² of southern Lincolnshire. The contract for the bank improvement works was tendered as a five-year package of works encompassing approximately 50 sites in the Lower Witham system.

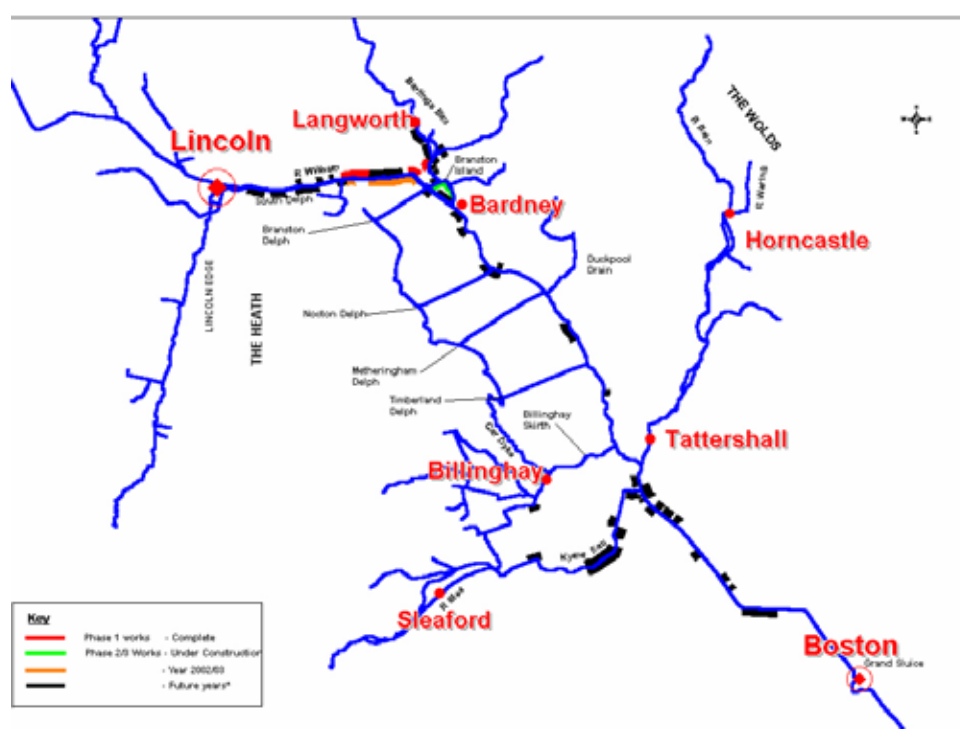


Figure A8.1 The Lower Witham River System (courtesy Environment Agency)

The bank improvement work elements entail stabilisation of the existing embankment, erosion protection, seepage prevention and increasing the height to provide the required flood defence level. These works are being undertaken along approximately 30km of riverbank using approximately 300,000m³ of clay and 24,000m³ of lump stone.

In 2003, a flood defence embankment on Branston Island, adjacent to the main River Witham, was programmed for bank widening and strengthening works and is referred to as site 23 (see figure A8.3).

Branston Island is the only flood storage area on the River Witham and is flooded during times of high river levels to ease the load on the river system and hopefully avoid breaching and associated local flooding. On average, Branston Island is flooded once every five years (see figure A8.2). As such it is imperative that the integrity of the embankments is sustained.

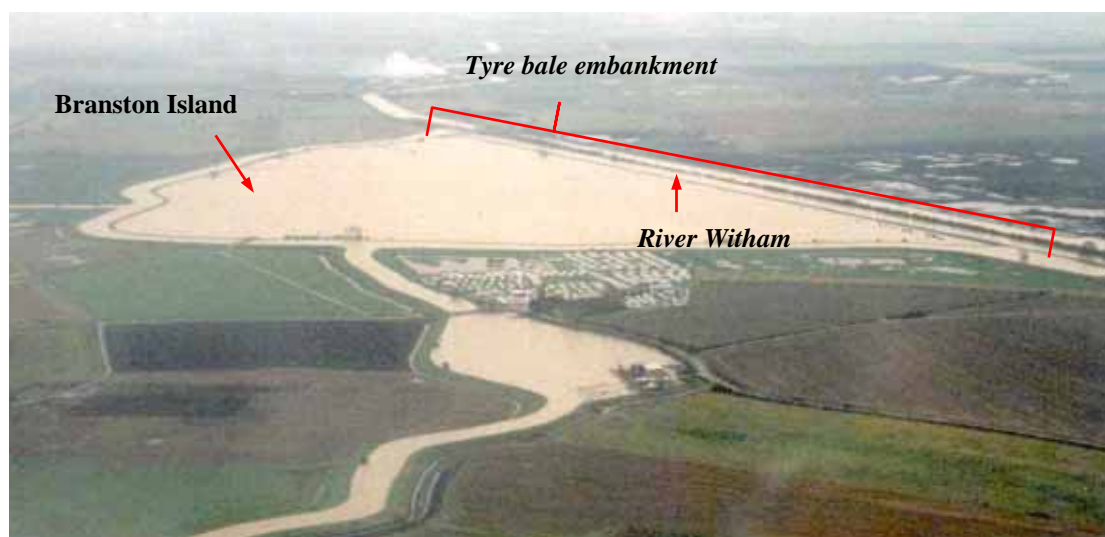


Figure A8.2 Branston Island used as a flood storage area (courtesy Environment Agency)

A8.1.2 The Works

Site 23 is a 1600m length of embankment that runs along the straight edge of the island (see figure A8.3). The embankment crest was narrow, at 2.5 metres wide and was badly eroded. The original planned works involved the stabilisation of the flood defence by widening the crest from 2.5 to 4 metres and re-profiling the embankment using clay.



Figure A8.3 Relative positions of the river, embankment, powerlines and soke dyke (courtesy Environment Agency)

The underlying strata of peat is up to 3m deep in some areas. Normally, the landward slope of the embankment would be 1:3. However, because of the peat base and the volume of clay required to build the embankment, its profile would need to be changed to ensure stability. This could be achieved by widening the footprint of the embankment and changing the back slope to 1:4. A shallower backslope and wider footprint would also assist in spreading the increased volume of clay over the peat base.

There are 11kV powerlines running along the length of the embankment. There is also a drain (locally known as a soke dyke) running along the same length. In order to accommodate a 4m wide embankment with a 1:4 back slope, the powerlines would have to be moved and the soke dyke would also need filling in. If the soke dyke was filled in, compensatory habitat would need to be provided for the fish and other flora and fauna living in the soke dyke. Providing compensatory habitat would have meant significant delays to the programme whilst land take compensation negotiations took place as well as time spent waiting for the new soke dyke to establish before filling in the existing soke dyke.

Ideally, a light-weight fill material was needed that would provide the desired width across the crest and allow a steep back slope (so that the power lines and soke dyke would not need moving).

Tyre bales were suggested as they could provide the properties required for the construction of an embankment that fulfilled this criteria.

The design would require over 10,000 tyre bales (> 1 million tyres) for the works but a number of issues / challenges came to light as the Project Team (Environment Agency, Bullen Consultants and May Gurney) began looking into the possibilities of using tyre bales.

A8.1.3 Waste Management Licencing

The preparation, submission and approval of a (quasi) Waste Management License (WML) took many months.

In January 2003 there was still a lack of clarity on what was required in terms of Waste Management Licensing for the planned use of tyre bales in this project. Additionally – the Environment Agency issues Waste Management licenses and at this time it was unclear as to how the EA would provide a WML to itself. At this time the EA and HR Wallingford started to write some guidance that would assist in clarifying WML requirements.

In February 2003 a meeting was arranged between the Witham Project Team and the Environment Agency Regulatory Support (Waste) Team who is responsible for the issuing of WML to find out what was legally required. Regulatory Support confirmed that a WML was needed to carry out the work and that the area where the tyres were to be baled would also need a WML. However, the Environment Agency is the Regulator and issuing body for WML and as such, cannot issue itself with a WML.

After seeking legal advice, the Witham Project Team was told that in cases when the Environment Agency does undertake operational matters involving waste, it has adopted a policy that it will carry out such activities involving waste under a “quasi” licence or permit. This ensures that the Environment Agency operates to the same conditions and standards that a commercial operator is expected to achieve.

So now with a positive answer to the use of tyre bales, the design of the flood defence bank to be strengthened and widened using tyre bales commenced.

In March 2003 Once the Witham Project Team had received confirmation from the Environment Agency lawyers that it was possible to apply for a Quasi Waste Management License (QWML), the Regulatory Support (Waste) Team started to discuss with the Witham Project Team what a QWML application entailed. A ‘Working Plan’ document that described such things as what activities were being undertaken, what materials would be used, hours of operation, staffing and supervision, waste acceptance and control systems and procedures, prevention of fires on site, etc, would form the basis of the application.

The compilation of the ‘Working Plan’ document commenced in March 2003.

The Witham Project Team also started to investigate what would be involved with setting up a water monitoring system. Dr Collins from the University of Southampton had advised on monitoring for Zinc, dissolved Zinc and Polycyclic Aromatic Hydrocarbons (PAHs), as well as where to set up monitoring points. It was agreed that the

Environment Agency would carry out the monitoring, so the Witham Project Team started communications with the relevant Environment Agency Departments to find out what would be involved in installing the monitoring points, collecting control samples, cost of sampling them on a monthly basis, etc.

The QWML application was submitted to Regulatory Support (Waste) in July, 2003. The application consisted of the Working Plan, completed application form and payment of the application fee (approx. £1,500).

In order to mobilise for construction suppliers for tyre bales (who held a WML) were sought. At this point the approval process was expected to be only a few weeks and so, construction was likely to start by the end of July. The Witham Project Team found a supplier that held a WML and placed an order for 10,000 bales.

The end of July came and went without an approved QWML.

During August 2003 the campaign stepped up another gear as the end of the dry season and the end of the construction season was getting closer.

A fire broke out at a tyre dump at Kirton in Lincolnshire. This fire and the negative publicity surrounding it resulted in a review of the use of tyre bales by the Environment Agency.

Various additional questions were raised:

Q: How many tyre bales will be used in the embankment?

A: It was planned to use 10,000 bales in the embankment construction. (The QWML application included a contingency and was actually for 12,000 tyre bales).

Q: What number of bales will be stored on site at any one time?

A: The number of bales delivered each day would be limited to the number of bales that could be incorporated into the embankment in one day. This would ensure that as many bales as possible, if not all bales on site, would be covered every day, and not left exposed overnight.

Q: What is the risk of fire and what was being done to minimise the fire risk?

A: Tyres do not spontaneously combust, so any fire on site would be a result of vandalism. Out of hours security would be employed on site over all non working hours (including weekends and holidays). The tyre bales would also be placed in “cells” that would be separated by a clay fire break in the embankment every 100 metres.

The Draft QWML was issued at the end of August for external consultation.

In September, the date was set for the Environment Agency Assessment for Technical Competence. This is another one of the assessment stages of the process that must be passed in order for the QWML application to be approved and granted. The assessment was carried out by Regulatory Support (Waste) and Environmental Management and comprised a practical and theoretical component.

A financial health check was also carried out on the Environment Agency to ensure that the Environment Agency was in a position to make adequate financial provision for the disposal of the waste on site should it be dumped there rather than incorporated into the engineering structure.

Generally speaking, the WML process was taking a lot longer than anticipated because this was the first QWML to be issued by the Environment Agency, so it was a learning curve for all involved.

In October the Witham Project Team invited a representative from the local fire authority to site to advise on whether enough reasonable precautions had been undertaken to reduce the risk of fire. The local fire authority had not been supportive of the project, but once they had inspected the site and become familiar with the project, they were satisfied that the Witham Project Team had taken a risk approach to the construction of the bank and storage of bales, etc.

With the formal assessments completed and the design finalised, the project was gathering momentum and the Witham team expected the QWML to be granted any day. A lot of publicity was surrounding the project and resulted in several concerns being raised by the local Parish Council. All concerns that were raised by the Parish

Council and other local residents were addressed and had been considered during the design process. Concerned residents and members of the Parish Council were invited to the site so that the project could be described in more detail and concerns could be addressed directly rather than by correspondence. A presentation was also given to a meeting of the Parish Council.

The Quasi Waste Management Licence was finally granted on 17 October 2003, just one day after the Witham Project Team had called off the plant hire for the job! On site security was organised for out of working hours and the first bale was placed on Monday 27 October 2003.

A8.1.4 Environmental Appraisal

The original proposal was to undertake embankment raising and re-profiling using clay. The change to the use of tyre bales was considered to be a significant change to the design and it was agreed that an addendum to the original environmental appraisal of the works would be required. The addendum focussed on issues specific to the use of tyre bales such as fire risk, effects on water quality, transport requirements etc.

Consultation was undertaken with key consultees including the Environment Agency and County Council. The Lincolnshire Wildlife Trust was also consulted, as the embankment is adjacent to a local Site of Nature Conservation Importance (SNCI).

The key differences between the clay and the tyre bale options were considered in detail. Issues included the flammability of fires and resulting safety concerns and the secondary impacts that could result from the leaching of contaminants from the tyre bales.

It was not possible to say for certain that levels of contaminants that may leach from the tyre bales would have no impact on the chemical and biological quality of the soke dyke. However, field studies most closely matched to the situation at Site 23¹ indicated that potential leachate from whole tyres was unlikely to be a significant issue. When considering all the information presented in these studies it was considered unlikely that significant environmental damage would occur as a result of the use of tyre bales.

A8.1.5 Monitoring

A review of monthly samples from the 9th August 2003 to the 8th April 2004, collected and analysed by the Environment Agency specifically to monitor the environmental impact of the Branston Island tyre bale embankment, was made by Dr K.J.Collins of the University of Southampton.

The River Witham was sampled approximately 3km upstream at Five Mile House by the village of Fiskerton, (WITHE, OS grid reference TF0583571516) and 1km downstream, at Bardney Bridge (WITHG, OS grid reference TF1114269236). Three sampling points on the inner perimeter drainage ditch (soke dyke) on Branston Island are shown in Figure A8.4. Two points (BRANISL1 & BRANISL3) are adjacent to the tyre embankment which runs the full length of the straight southwest boundary, whilst the third (BRANISL2) is remote from the embankment but close to the pumping station draining the ditch into the river.

The points were monitored twice prior to construction to obtain baseline data. Sampling was undertaken on a monthly basis during construction and for the first 12 months following completion, thereafter it is to continue on a year-to-year basis if any effects are detected.

¹ O'Shaughnessy, V and V. K. Garga, 2000. *Tyre reinforced earthfill. Part 3: Environmental assessment.* Canadian Geotechnical Journal 37

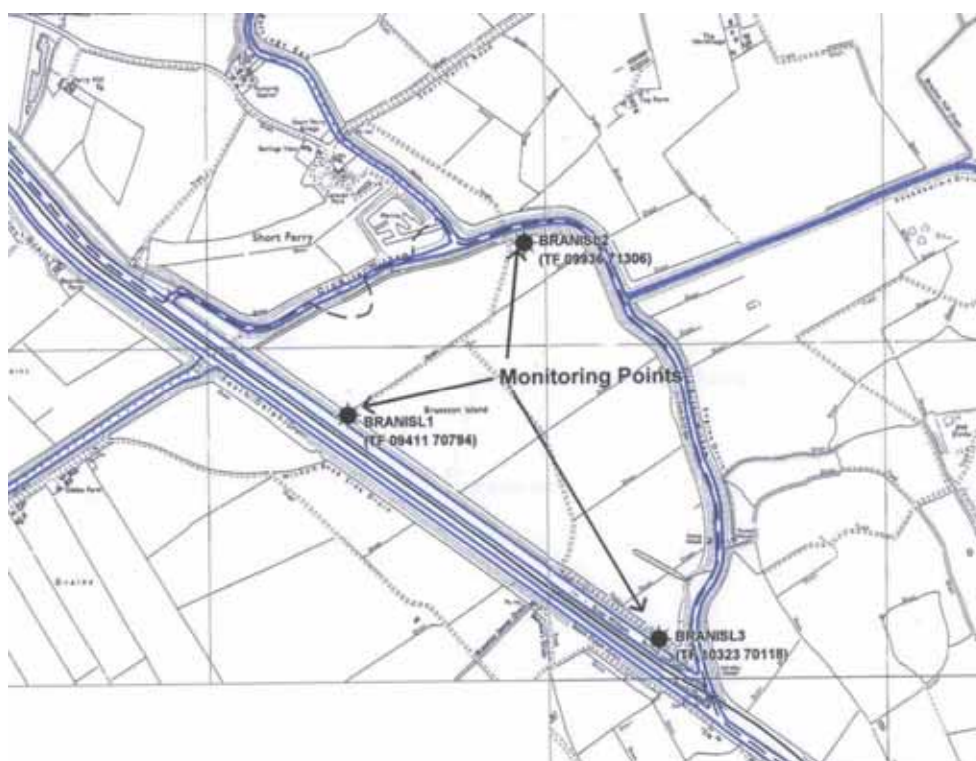


Figure A8.4. Location of sampling points on Branston Island. The river sampling points are upstream, to the west at TF0583571516 and downstream, to the southeast at TF1114269236 (courtesy Environment Agency)

The suite of analyses included those routinely undertaken by the EA, following standard protocols:

Physical

Conductivity at 20°C
Suspended solids at 105°C
Temperature
Turbidity
pH

Dissolved ions

Alkalinity at pH 4.5 – as
 CaCO_3
Hardness Total – as CaCO_3
Oxygen dissolved, instrumental
Calcium
Chloride Ion
Magnesium
Silicate – as SiO_2

Biological

COD – as O_2
BOD – as O_2
Chlorophyll A – by Acetone
extract

Nutrients

Ammonia – as N
Ammonia Un-Ionised
(Calculated)
Nitrate – as N
Nitrite – as N
Nitrogen Total Oxidised – as N
Orthophosphate – as P

Heavy Metals

Cadmium
Copper
Zinc – total and dissolved

PAHs

Benzo-[A]-Pyrene
Benzo-[B]-Fluoranthene
Benzo-[Ghi]-Perylene
Benzo-[K]-Fluoranthene
Fluoranthene
Indeno-[1,2,3-Cd]-Pyrene
Pyrene

From this suite of analyses only the heavy metals and the organics (PAHs = Poly Aromatic Hydrocarbons) might be expected to be affected by the presence of the tyres. Several studies, including those by the author, have not found evidence that tyres release any of the PAHs listed. All measurements of the PAHs were below or close to the detection limit and showed no rise post tyre bale deployment.

Tyres contain up to 2% by weight zinc oxide and dissolved zinc provides a convenient tracer for the tyre leachates as demonstrated by the monitoring studies at Pevensey Bay (see section A8.2.4). The measurements of dissolved zinc correspond closely with the total zinc levels showing minimal zinc content in the particulate phase

in river and ditch waters pre and post tyre deployment. Figure A8.5 shows the monthly levels of dissolved zinc at the 5 monitoring stations. The elevated levels at Branston Island stations 1 & 3 in spring 2004 are notable. Levels of cadmium (Figure A8.7) appear to follow a similar trend at a much lower level. Copper levels (Figure A8.6) vary but do not show any consistent pattern. Overall there is no evidence for any elevation of the downstream river levels of any constituents.

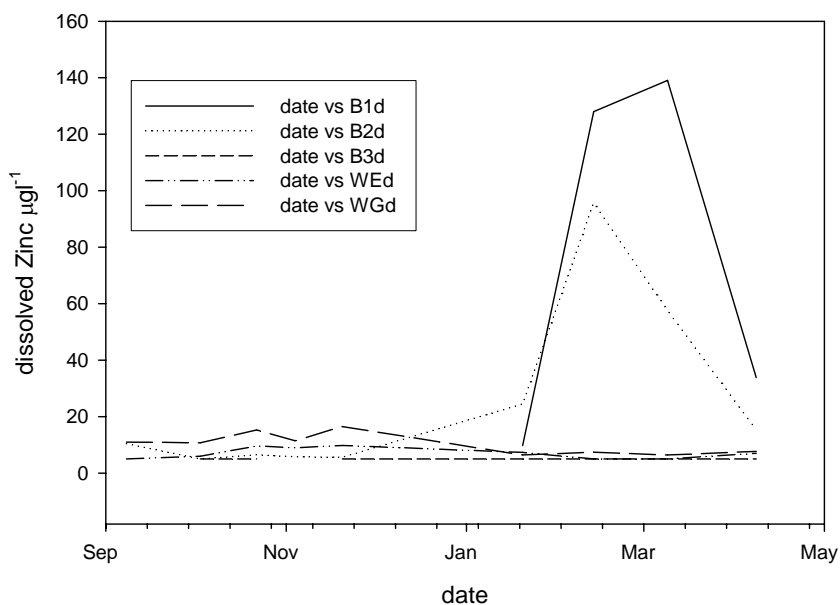


Figure A8.5. Levels of dissolved zinc in water samples from the 5 stations described in Figure A8.4 from September 2003 to April 2004.

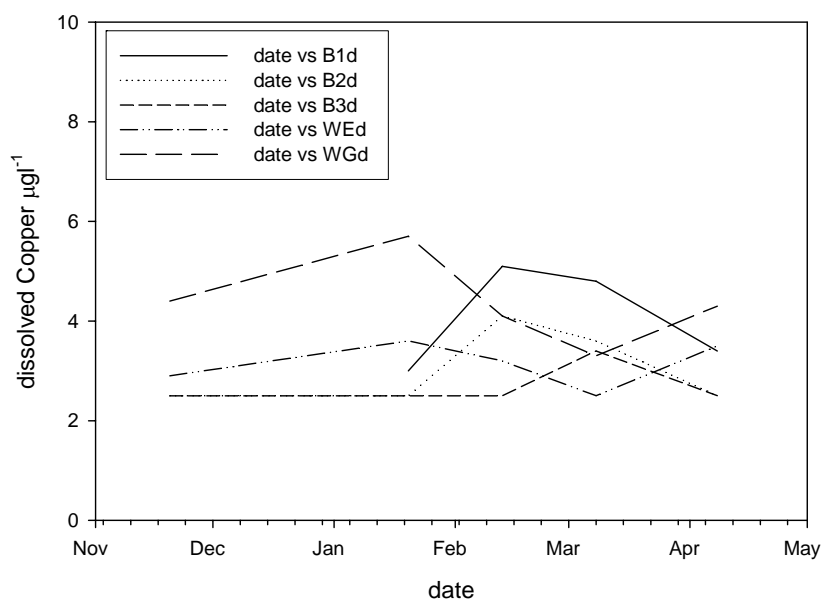


Figure A8.6. Levels of dissolved copper in water samples from the 5 stations described in Fig.1 from September 2003 to April 2004.

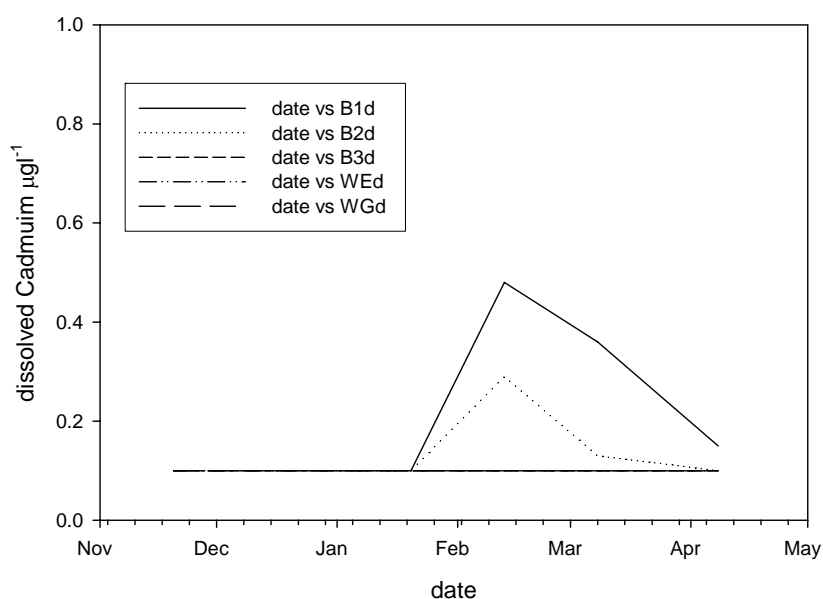


Figure A8.7. Levels of dissolved cadmium in water samples from the 5 stations described in Fig.1 from September 2003 to April 2004.

A possible explanation for elevated dyke zinc and cadmium levels may be that during the construction phase a 100m length of tyre bale embankment is usually exposed. Any rainfall would wash surface contamination off the tyres (a probable source of the cadmium in addition to that from leaching) plus, some leachate (principally zinc) into the soke dyke. This dyke has a small volume, being in the order of 1m wide and a few cm deep so would respond rapidly to such runoff. The construction work started at the southern end of the embankment by Station 2 and by January this lower section was covered with geo-textile and earth. By January the exposed working section was much closer to Station 1, hence the response at this point. Presumably, the flow from here was towards the pumping station by Station 3, hence it is similarly affected. The author suspects that fraction of the rainwater falling onto the embankment that percolates through the earth top layer will partially track along the geo-textile membrane around the bales, so leaching will be very limited. Evidence for this is provided by the fact that water traps at the outlet of drainage pipes from the base of the bales have remained dry. The tyre bales are sited above the normal water table so again there is little likelihood of leaching from groundwater.

The only time that there will be total immersion of the bales will be during deliberate flooding of the Island (on average once every 5 years) when water would percolate into the voids in the tyre bales. Tyre leachates will then drain back into the island reservoir as it is pumped out and thus be massively diluted. Previous work (Collins *et al*, 1995) has concluded that an individual whole tyre may leach approximately 20mg zinc over a period of 20 years. During the limited time scale (~10 days) of the first Branston Island flooding event, the 1 million tyres within the embankment could potentially release up to 5mg per tyre, i.e. 5kg zinc in total. The volume of the island reservoir is 2.5 million m³. Mixing of tyre leachates with this reservoir would happen as it is being pumped out. If the leached 5kg zinc mixed with the full volume of the reservoir, the resultant concentration would be 2µg l⁻¹. This is less than the background concentrations of zinc in the river, which vary around 5-10µg l⁻¹. Release of zinc leachates from tyres declines with exposure, and subsequent flooding events would be expected to release significantly less material.

Biological water quality along the soke dyke is not currently monitored. In order to assess any potential impacts from the tyre bales, a biological survey of the macro-invertebrate community was undertaken prior to construction. This provides the baseline data against which future samples can be compared.

A8.1.6 The schedule

Construction began in October 2003 and progressed well even through the winter months, when working with clay would simply not have been possible.

On average around 450 bales/week were placed. The sequence of construction was constrained not only by the restricted delivery of tyre bales, but also because of the need for a watching brief during excavation works for archaeological remains and artefacts. There was also the need to limit the length of “exposed” (excavated) flood embankment, especially as the work was undertaken during the winter months, giving a greater risk of high water levels and flood events.

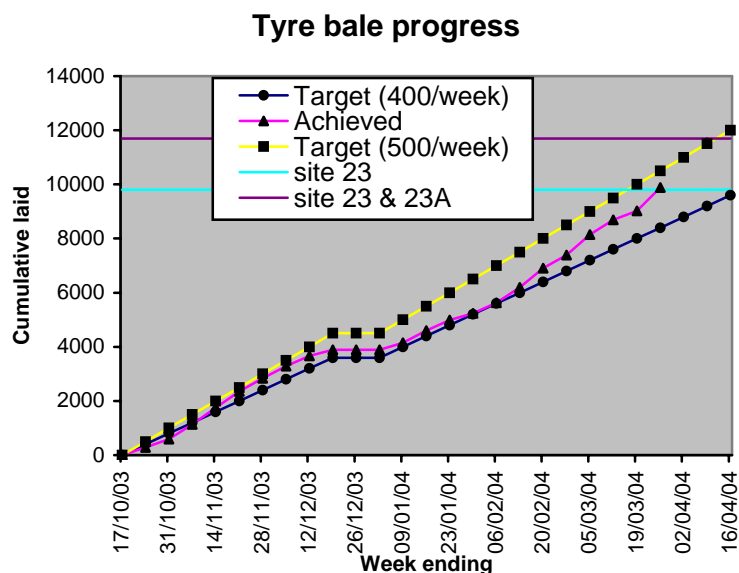


Figure A8.8 Rate of Construction (courtesy Environment Agency)

“Just in Time” Delivery

Due to the geographic location of the site it was necessary to have a storage area where the tyre bales, transported from Essex, could be off-loaded from lorries 2 km upstream, prior to loading onto barges for delivery to the construction site. In hindsight this storage area should have been included within the extent of the “working site” detailed in the working plan. However, this was not the case and due to planning restrictions the bales could only be kept at the storage area for a maximum of 28 days throughout the construction period, including weekends. Therefore the site team had to ensure that no bales were left at the site over weekends and the number of cumulative days did not exceed 28. This resulted in problems associated with “Just in Time” delivery processes, where on some days no tyre bale deliveries were received and on other days too many arrived.

Varying bale sizes

The general arrangement for the tyre bale embankment was based on a limited number of tyre bale sizes. The size of the tyre bales varied by up to 150mm in length and 150mm in height. On some sections of embankment this resulted in the top level of tyre bales being up to 500mm lower than the design height. As a result, over some lengths an extra row of tyre bales was needed to produce the required embankment crest level without an excessive amount of soil fill being placed on the top of the tyre bales. Too much fill has a detrimental effect on the geotechnical stability and reduces the factor of safety below the design criteria.

The variable length of the tyre bales caused problems with the bonding between adjacent rows and the desire to stagger the joints. However, this problem was mitigated by the introduction of fire breaks (see figure 5.31) every 100m along the structure, which allowed the bonding pattern to be re-set. Fire breaks were introduced to limit the extent of damage to the embankment in the event of fire and consist of a 1m (min) wide clay filled break between the tyre bales.

Poorly banded bales

A number of bales were delivered with rusty bands. Concerns were raised regarding the durability of the banding and therefore additional nylon banding was applied on site to bales that had defective banding. This was a quality control issue that was addressed with the tyre bale supplier.

Design and construction considerations

The tyre bales were wrapped in a geotextile layer to assist in ‘holding’ the subsoil and soil in place on top of the bales as well as preventing the soil from filling the voids in the bales, but still allowing water to fill the voids. The total depth of sub soil and soil placed on the bales was 300-600mm.

A drainage layer was incorporated into the design that allows the structure to fill and drain at the same rate as Branstons Island when it is flooded and emptied.

Geotechnical monitoring plates were also incorporated into the embankment during construction. These plates were placed under the tyre bales, on top of the tyre bales and at the top of the embankment to monitor the amount of settlement of the embankment into the peat. This will also monitor whether the bales themselves settle over time.

A8.1.7 Summary

In general the construction of the tyre bale embankment progressed well and challenges were addressed by the project team as they arose. Given the “pilot” nature of the project a significant amount of knowledge and experience has been obtained that previously did not exist within the project team and to some extent the construction industry as a whole. This knowledge and experience will be useful when future projects are progressed.

Biological and chemical monitoring programmes are in place and will continue for a least 24 months post construction.

A8.2 Pevensey beach

A8.2.1 Background

Pevensey Beach is a 9 km shingle embankment between Eastbourne and Bexhill in East Sussex that protects 50 km² of the low-lying Pevensey Levels, 35 km² of which is a Site of Special Scientific Interest (SSSI). The area also includes over 10,000 properties, several caravan parks and road and rail links which would be flooded at high tide if the defences were breached. Many properties have also been constructed on the crest of the shingle bank as a consequence of poor planning control in the past (see figure A8.9).

In the past a groyne field has been maintained but many of these are now approaching the end of their useful life (See figure A8.10). The Environment Agency, as part of a strategic study for the area, identified a preferred option for the management of the defences for the next 50 years. The principal component of the preferred option identified by the study was to thicken the shingle bank to provide a 1 in 400 year standard of protection against breach. The groynes would be progressively removed and the beach managed as an open beach. Cross-shore response and littoral drift would be managed by a combination of replenishment, reprofiling and recycling of shingle.



Figure A8.9 The shingle beach at Pevensy Bay (looking east towards Bexhill)



Figure A8.10 Old groynes at Pevensy

After a bidding process the Agency appointed Pevensy Coastal Defence Limited (PCDL), a purpose formed consortium consisting of the Westminster Dredging Company Limited (WDC), Dean & Dyball Construction Ltd (DDC), JT Mackley & Co. Ltd and Mouchel Parkman Ltd, in the first Public Private Partnership (PPP) flood defence scheme to be let in the UK.

PCDL aim is to reduce the risk of flooding by increasing the width of the shingle bund in vulnerable areas. Some additional control structures will be built and they will repair some groynes where artificial discontinuities in the line of the beach must be maintained (because of existing properties).

PCDL's bid and financial model was structured to fund the following:

- ongoing annual maintenance including shingle replenishment to replace material lost from the frontage, reprofiling to maintain the required cross section and recycling of material to reduce losses due to littoral drift
- emergency response
- capital improvement works after two years to increase the standard of protection in accordance with specified requirements. Primarily consisting of increasing the volume of shingle by 200,000m³.
- A second capital improvement campaign after about seven years to improve the manageability of the defences. (The main reason for the delay in this work is to allow for a period of monitoring subsequent to the capital recharge).

A8.2.2 The Works

The major beach replenishment took place during the summer of 2002. However, littoral drift through Pevensey bay results in a net loss to the frontage of 20,000 m³ per year. This amount has to be added annually by way of maintenance recharge to preserve the improved defences. This would normally require the import of large amounts of natural shingle to build up the beach to the required level. If some of the shingle could be replaced by other materials this would preserve scarce resources of this valuable natural material. If materials that would otherwise be waste, such as used tyres, can be used to replace the shingle this gives additional environmental benefits. Thus, a trial was carried out in which 350 tyre bales were buried in the landward side of the beach in November 2002, generating shingle that could be used elsewhere on the beach. The performance of the tyre bales has been monitored since construction.

The location is between the west and central outfall pipes outside the Agency's Salt Haven compound fence at Pevensey, as indicated in figure A8.11 below.

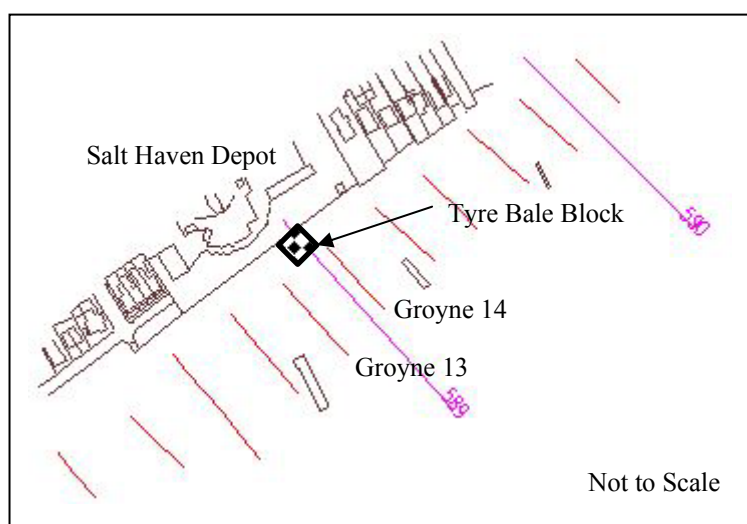


Figure A8.11 Tyre bale block location

A8.2.3 Construction

A method statement for the installation of the bales was prepared by the client, Pevensey Coastal Defence Limited. In addition, Planning Approval had to be obtained from the Environment Agency, and a waste management licence was required for the use of the tyres.

Landward excavation and bale placement was constructed to a 1:1 slope. The east excavation started adjacent to groyne 14 and extended 21m west towards groyne 13. 350 bales were used, placed in a block 14 bales long, 5 bales wide and 5 bales deep (See figure A8.12). The top surface of the bales is just over 1 m below the level of the beach. Shingle from the excavation was used to backfill from the top of the bales to beach level.

The whole tyre bale structure was wrapped in Tensar reinforcement. This should retain individual bales within the structure if any become exposed by severe storms. Starting at the top edge, a geogrid was laid in the excavation before bales were placed. It was then wrapped up the seaward side of the block, back over the top of the bales and self-linked on the landward edge using bodkins. The geogrid is a reinforcing geosynthetic fabric which holds the bales together, but has open spaces in a grid pattern that allows shingle to migrate into the bales.

To the east the bales are retained by groyne 13. To the east the geogrid was wrapped around the edges and self-secured in a similar manner.

Approximate levels and dimensions are shown in figure A8.13. The base layer is just below neap high water (1.2m OD) so that some of the tyres are immersed every day. If placed lower the bales would be slightly closer to the crest, but would be further from the crest recession curve of big storms. Note that whilst not over adjacent fresh water outfall pipes, the top of concrete levels for each is about 1.0m OD.



Figure A8.12 Construction of the tyre bale block in Pevensey Beach (Courtesy of PCDL)

The area seaward of the main excavation was temporarily lowered to 4.0mOD to facilitate placement of the lower bales. All displaced shingle was stored seaward of - or adjacent to the excavation so that if conditions demanded any hole could be backfilled quickly.

Access to the beach through the gate from the Salt Haven depot was temporarily blocked during the construction.

The sides of the excavation were battered to the natural angle of repose for shingle or shallower.

Tyre bales were stored in the East Stream depot and then transferred to the Salt Haven compound just before the work started. These were stockpiled in small, low structures inside and outside the compound fence for ease of placement into the excavation.

Because the bales have rounded corners voids remained between placed units. Shingle was worked in to these voids as each layer of bales was laid to minimise settlement of the backfilled surface. Seawater was pumped when necessary through the structure during and/or after construction to encourage early compaction of the material.

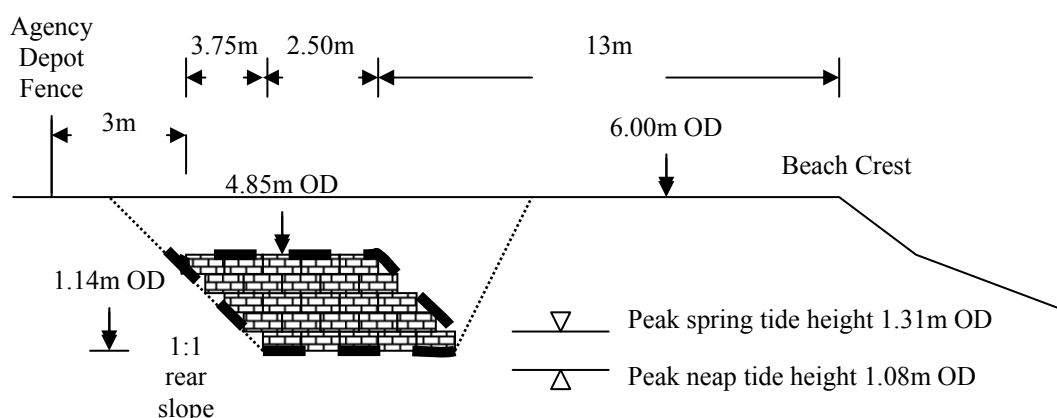


Figure A8.13 Cross section schematic showing the position of the tyre bale block in Pevensey Beach

A8.2.4 Monitoring

The top level of the tyres is about 1.15 m below the surface level of the beach. In addition, the area has been surcharged by 0.25 m to allow for settlement. The area is crossed by traffic from the adjacent Environment Agency Salt Haven Depot on Coast Road, which has accelerated settlement and compaction of the overlying fill. Settlement plates were installed in the tyre bales, the bottom plate located on the top of one of the bales on the bottom layer and the top plate underneath one of the bales on the top layer. These were monitored after construction for over a year. The results are shown in table A8.1.

Levels to the top of protective casings are:

Tyre Bales	East Edge	6.14
	Centre Landward (in compound)	6.25
	Centre of Block	6.13
	Centre Seaward	6.42
	West Edge	6.13
Control Profile	Landward (in compound)	6.56
	Centre of crest	6.66
	Seaward	6.45

		In Dec 02	In Mar 03	In May 03	In Sep 03	In Mar 04
Eastern Half (filled)	Change from original top level	0.0	- 0.006	- 0.008	- 0.009	- 0.015
	Change from original bottom level	0.0	+ 0.003	+ 0.004	+ 0.003	+ 0.005
Western Half (wrapped)	Change from original top level	0.0	- 0.012	- 0.013	- 0.024	- 0.032
	Change from original bottom level	0.0	+ 0.003	+ 0.005	+ 0.004	+ 0.002

Table A8.1 Stability monitoring measurements

The conclusions of this monitoring for settlement/creep were that;

1. Long term settlement/creep of filled bales over 18 months (about 0.4% strain) was about half that of the bales which were only wrapped (0.9% strain).
2. There was no evidence of bales moving up through the beach
3. The bales appear structurally to be very stable.

To assess leaching, a grid of groundwater sampling wells were placed within the tyres bales, 10m seaward and 10m landward of the bales during construction as indicated in figures A8.12 and A8.14 (also see figure 7.1). These are made of 25mm diameter perforated plastic pipe and were installed to allow sampling of interstitial beach water

(Zinc concentrations in the ground water were used as the main indicator of tyre leaching, so galvanised steel pipe could not be used).

The sampling wells were sited:

1. Through the centre of the bales
2. On the west edge of the bales
3. On the east edge of the bales, next to groyne 14
4. 10-20m from the edge of bales to measure any gradient
5. One sufficiently far away to be unaffected by the tyres but not so far away as it could be in geologically different strata. 50-100m

Those wells in or close to the bales were placed during the main excavation. Separate excavations were subsequently made to install the wells at a distance from the tyres.

An additional well was placed further to the rear of the tyre block in the Salt Haven depot to monitor for any landward encroachment of leachates.

Well tops were protected from vandalism or accidental damage by a steel sleeve placed over the top 1m or so of the protruding plastic piping, and each was fitted with a lockable cap (see figure 7.1).

The basal layer of tyre bales is founded just below the high water level of neap tides. It was thought that this would ensure that the basal layer was flooded daily. However, in practice it was found that the hydraulic gradient across the beach was higher than anticipated, and it was only on spring tides that any water was recorded in the wells.

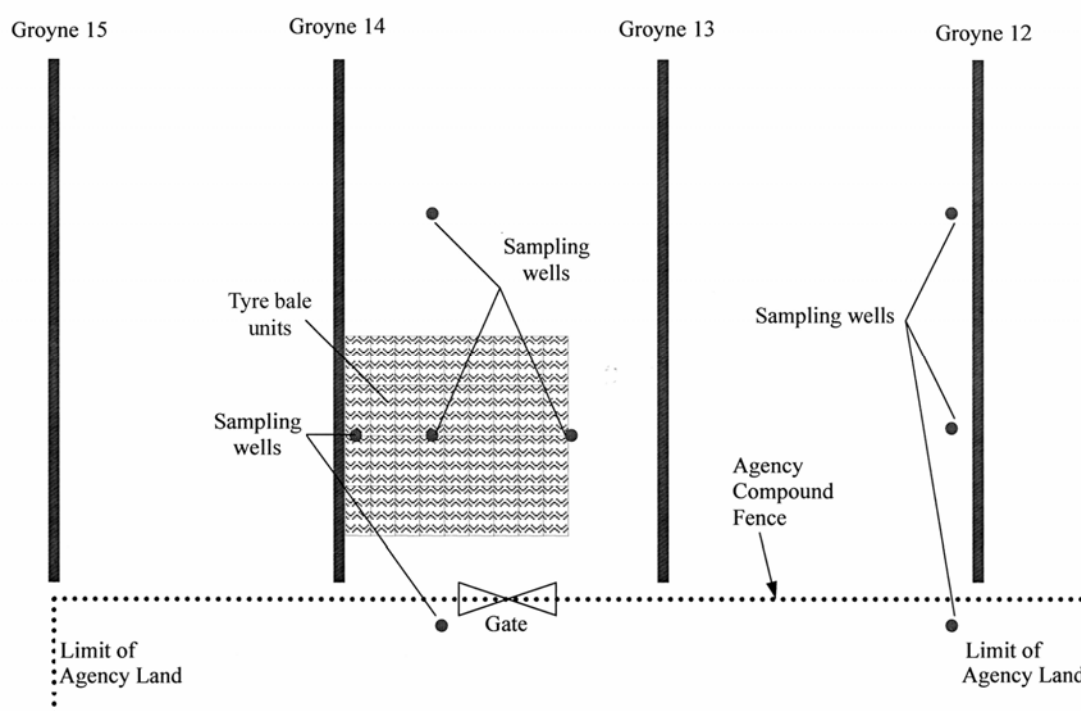


Figure A8.14 Positions of sampling wells at Pevensey

Sampling was undertaken on the highest tide of each month since December 2002, measuring the height of water within the wells, salinity and retaining sub-samples acidified with concentrated nitric acid for heavy metal analysis. Levels of zinc, cadmium and copper were determined using flame atomic absorption spectrometry (AAS).

Results

Cadmium and copper were not found in significant environmental quality standard (EQS) levels at any point within the beach – even within the tyre bales. The maximum EQS level ($500 \mu\text{g l}^{-1} = 0.5\text{ppm}$) (EA, 2002) for zinc is exceeded within the tyre bales only on the highest spring tides but was never attained some 10m from the

tyre bales within the beach (See figure A8.15). This is diluted further before reaching the sea – the earliest point at which living organisms come into contact with the leachate. There was a general trend in falling levels of leachate winter to summer and from year to year.

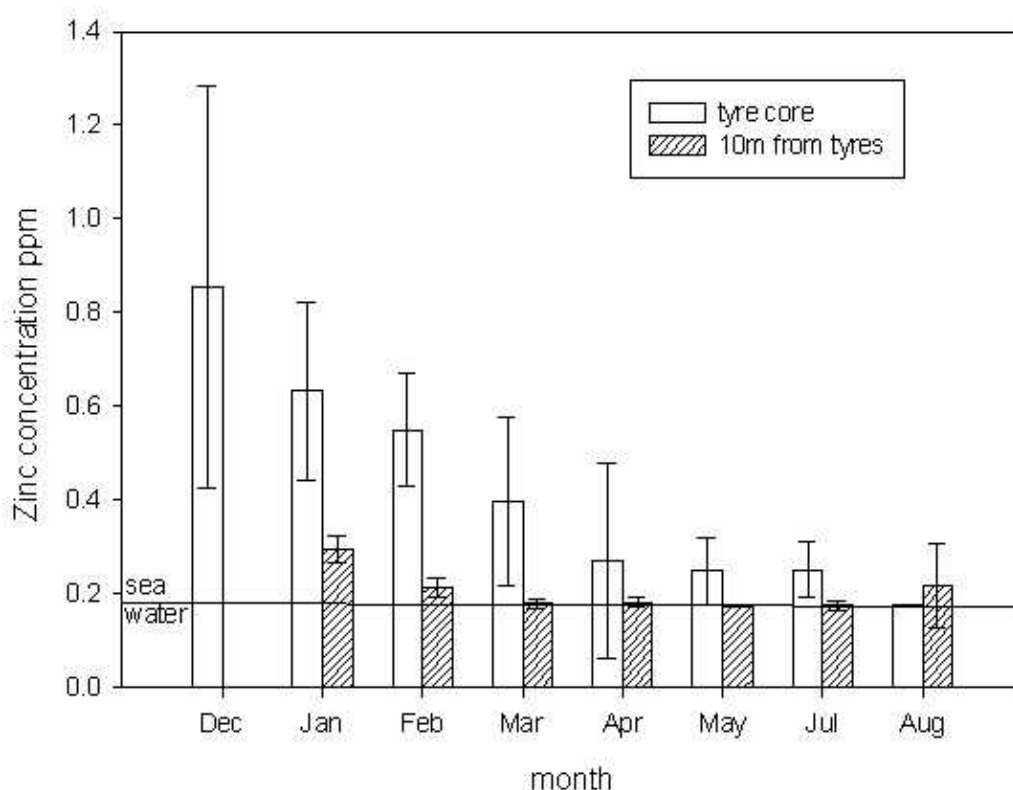


Figure A8.15 Average (+/- one standard deviation) zinc concentrations, (corrected for salinity) in tyre core wells and wells 10m seaward and landward of the tyre block (Dec 2002 – Aug 2003).

The volume of water entering and leaving a 1m wide section of beach during tidal cycle on the 9th March, 2004 was approximately 35m³, assuming a void volume of 15%. At the height of this tide the tyre bales were submerged to a depth of 10cm – representing a leachate volume of 0.3m³ within the tyre bales (50% void space). Thus the tyre leachates are diluted 120 times before entering the sea.

Additionally a laboratory study was made to examine leaching rates from 1cm diameter tyre plugs undergoing constant and periodic immersion in seawater and rainwater. Zinc leaching rates were comparable with other studies. Cadmium was not detected within the sensitivity of the analyses.

To fully understand the processes occurring within the tyre bale block and beach, a model was constructed (Howell, 2003) to predict the apparent volume of water passing through the tyre bale installation at 15 minute intervals. By knowing the effective void volume of the tyre bales the actual volume of water flushing the beach (and the volume of tyres in contact with the water) could be calculated. A relationship was found between the National Tidal Facility for Sea Level (NTFSL) tidal data, and the data from the tyre block sampling wells.

The rate of leaching per m² of tyre surface was calculated from laboratory data, and the area in contact with seawater was modelled at 15-minute intervals. The initial model was rewritten so that every 100m² of tyres had their own leaching rate (100m² equates to 91 tyres or 0.01m depth of the tyre bale block).

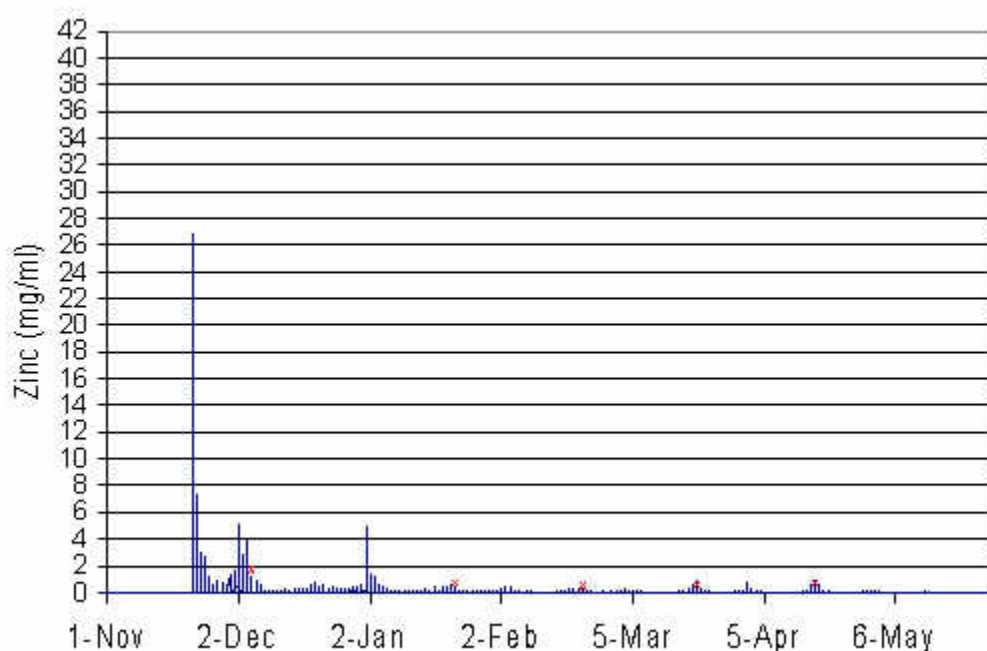


Figure A8.16 Modelled peak zinc concentrations within the tyre bales showing monthly spring tide peaks and decline with time.

The model (average and standard deviation) gave close agreement to observed peak zinc levels (ppm):

	Modelled	Observed
5 December	1.17 (± 0.48)	1.71
22 January	0.65 (± 0.23)	0.75
21 February	0.31 (± 0.11)	0.5
20 March	1.12 (± 0.41)	0.62
17 April	0.78 (± 0.34)	0.75

Fenner and Clark (2003) acknowledge that whilst zinc is the major heavy metal present in tyres and tyre leachates, the lower levels of cadmium present may determine if tyres are acceptable in an aqueous environment. The Environment Agency's maximum EQSs' for water are much lower for cadmium ($5\mu\text{g l}^{-1}$) than zinc ($500\mu\text{g l}^{-1}$). There was no evidence of cadmium contamination of interstitial water samples from the Pevensy beach using the direct AAS method with a detection limit of $1.5\mu\text{g l}^{-1}$.

In the Autumn of 2003 a more sensitive analytical procedure was used. Using a chelating resin and solvent extraction to concentrate the metals in the beach samples, the detection limit is reduced by an order of magnitude. Using this method, no evidence of cadmium contamination was found – even in the samples from within the tyre bales (Collins *et al*, 2004).

A8.2.5 Summary

This method of utilising used tyres could be used on a much larger scale at Pevensy and other beaches, and result in a significant demand for the number of used tyres produced in the UK each year.

There is concern that the mass use of tyres in construction projects may lead to environmental impacts arising from compounds leaching from them. Provided that the tyres are in a stable environment (buried underground or submerged in water), away from the degrading effects of sunlight (UV radiation) they are unlikely to degrade over many decades. Leaching by seawater, or fresh water, from tyres appears to be from the outer surface only – which declines with exposure. Detailed monitoring of the Pevensy beach tyre bale trial has demonstrated that levels of zinc leachates in beach interstitial water are below EQS levels and are declining with time. It has proved possible to model the levels of zinc observed within the tyre bales. No evidence of cadmium contamination has been found even within the tyre bales.

A8.3 Selsey rock revetment

On the 14th January 2003 Selsey District Council instructed Posford Haskoning to prepare an initial report dealing with the W9 to W11 frontage at Selsey (see figure A8.17a) and the potential use of tyre bales in any proposed structure.

The proposed defence structure is located between groynes W9 and W11 within the Selsey West Beach frontage as shown in figure A8.17b. This frontage lies within a defence length unit characterised by persistently low beach levels and the extensive use of rock revetments to protect the concrete seawalls from undermining. The revetments also reduce overtopping under severe sea conditions.

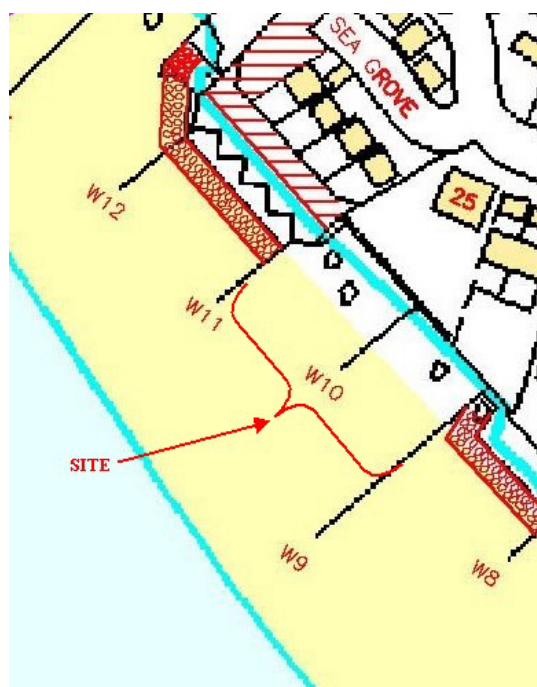


Figure A8.17a Location of proposed Selsey pilot site

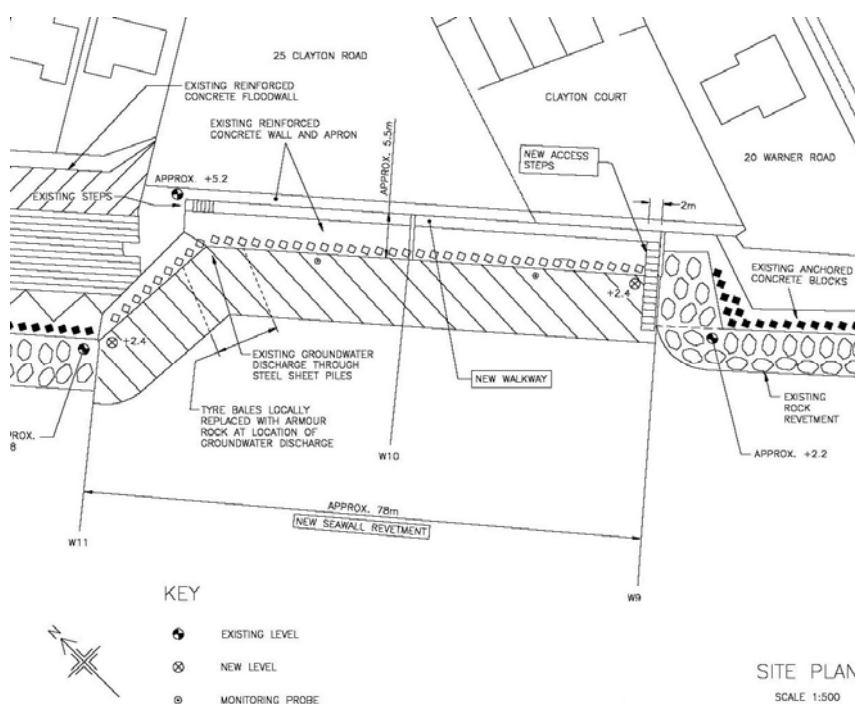


Figure A8.17b Selsey pilot site drawing

Significant overtopping due to severe sea conditions occurred on the 20th January 2003 causing some damage to an upper section of the wall. The owner of a nearby property reported seawater reaching the rear of the property 25 metres behind the seawall.

In this operational unit (4B) no properties are deemed to be at risk from coastal flooding but 14 are at risk from excessive overtopping and 96 at risk from coastal erosion over the next 50 years.

Without defences this coastline would be subject to natural erosion, the historic average rate of which for this unit is approximately 1.4 metres per year.

The existing defences between W9 and W11 comprise of a reinforced concrete seawall fronted by a shingle beach controlled by timber groynes.

Taken overall the present defences are still functioning but their standard of protection is falling and they are becoming increasingly vulnerable to failure. Although the seawall and groynes remain intact the beach levels have fallen and have now remained low for between 1 and 2 years without any sign of a sustained natural recovery.

The low beach levels allow excessive overtopping of the seawall and more critically, expose the toe of the seawall to the risk of undermining. In 2002 some undermining did take place and modest repairs of the seawall toe were carried out. However since the repairs were completed some further undermining has occurred at the same location.

Failure of the seawall would result in both immediate and continuing consequences. The immediate effect of failure would be coastal erosion at the location of the seawall. The initial rate would exceed the average of 1.4 metres per annum as the exposed coastal slope flattened to a more natural gradient. This in turn would allow outflanking of the adjacent defences which would eventually lead to their failure if no action were taken.

The Coastal Defence Strategy anticipated that seawall breaches would begin to occur in 2010. However, since the completion of the Strategy, conditions have considerably worsened at this location. Once significant washout occurs, material will also be drawn out from the adjacent lengths of seawall. A process of ever widening destabilisation and collapse would then be expected increasing the risk to nearby properties.

However, on evaluation it was found that the estimated Defra priority score of 10 for the scheme was too low for it to qualify (threshold of 20) for government coastal defence funding assistance in the near future, and as a result the scheme would need to be delayed.

The Planned use of tyre bales

Tyre bales were considered for use in this case for several reasons;

- A potential cost saving
- Demonstrating the potential reuse of a waste material
- To examine the performance characteristics of tyre bales in a full scale toe revetment structure under rock armour

A scale drawing of the revetment design is shown in figure 5.27

On the 23rd December 2003 District Planning Authority stated that it did not believe the scheme required a formal environmental statement to be submitted because;

‘the proposal constituted a Schedule 2 Development² in that it fell within category 10(m) of Schedule 2 to the 1999 Regulations - *Coastal work to combat erosion and maritime works capable of altering the coast through the construction, for example, of dykes, moles, jetties, and other sea defence works, excluding the maintenance and reconstruction of such works*’.

² The Secretary of State considers that only a very small proportion of the total number of Schedule 2 Developments will require a formal EIA.

The Authority were also mindful of the selection criteria in Schedule 3 and took account of advice in Circular 2/99, in particular paragraphs 32-46³. It considered the proposal to be only of local importance and that the site did not lie within a 'sensitive area' (such as an SSSI). It does not lie within a European site or an AONB. It did not consider the proposed scheme to be particularly complex or that it would have potentially hazardous effects, and would anyway, be subject to the Food and Environmental Protection Act and the Waste Management Regulations.

Thus the Authority decided that although a Schedule 2 Development, the proposal did not constitute an 'EIA Development' because it was unlikely 'to have significant effects on the environment by virtue of factors such as its nature, size or location' – therefore a formal EIA was not required. Normal planning permission would however need to be sought and licence applications under FEPA and Waste Management submitted.

By April 2004 draft contract documents had been prepared and a FEPA licence had been obtained. However, further progress was delayed whilst Defra approval was sought.

It was apparent by November 2004 that it was highly unlikely that approval for the scheme would be forthcoming within the timescale of the overall research project, but it was thought important to report as much as possible of the scheme development for future reference.

Present indications suggest that it is unlikely that the scheme will go ahead during the financial year 2004/5. However, the scheme may become subject to the emergency provisions under the Coast Protection Act if the condition of the seawall deteriorates further.

³ Also paragraph A29 of Circular 2/99 states that the EIA is more likely to be required where the area of the works would exceed 1 ha; this site is appreciably less than this.

Appendix 9 Useful Contacts (2004)

Further information pertaining to the supply, use, handling, application, disposal and regulation of post-consumer tyres as described in this manual can be obtained from the following sources:

AggRegain is the sustainable aggregates information service run by WRAP (see below), which is designed to assist anyone interested in specifying, purchasing or supplying secondary or recycled aggregates, was launched on 4 February 2003. The information provided comes from a wide variety of sources from within the aggregates and waste management sectors. The service will be updated and extended regularly, and anyone wishing to make a contribution or providing advice for the service should contact AggRegain directly.

AggRegain
WRAP
The Old Academy
21 Horse Fair
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freephone helpline: 0808 100 2040
Email: helpline@wrap.org.uk
Web site: <http://www.aggregain.org.uk>

Building Research Establishment

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Tel: 01923 664000
Email: enquiries@bre.co.uk

BRE Scotland

Kelvin Rd
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Glasgow G75 0RZ
Tel: 01355 576200
Email: eastkilbride@bre.co.uk
Web site: <http://www.bre.co.uk>

British Vehicle Salvage Federation (BVSF)

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Harold Wood
Romford
Essex
RM3 0DR
Tel: 01708 381046
Fax: 01708 340485
email@bvsf.org.uk
www.bvsf.org.uk

Centre for Environment, Fisheries and Aquaculture Science (CEFAS)

CEFAS Lowestoft Laboratory
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CEFAS Burnham Laboratory

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CEFAS Weymouth Laboratory

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Tel: +44 (0) 1305 206600
Fax: +44 (0) 1305 206601
Web site: <http://www.cefasc.co.uk>

Construction Industry Research and Information Association (CIRIA)

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Tel: +44 (0) 20 7549 3300
Fax: +44 (0) 20 7253 0523
Web site: <http://www.ciria.org.uk>

Crown Estate

16 Carlton House Terrace
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Tel: 020 7210 4377
Fax: 020 7930 8187
Web site: <http://www.crownestate.co.uk>
Email enquiries: <mailto:enquiries@thecrownestate.co.uk>

Department for the Environment Food and Rural Affairs (DEFRA)

Information Resource Centre
Lower Ground Floor
Ergon House
c/o Nobel House
17 Smith Square
London, SW1P 3JR

HQ postal address: Department for Environment, Food & Rural Affairs
Nobel House
17 Smith Square
London, SW1P 3JR

Tel: 08459 33 55 77
E-mail: helpline@defra.gsi.gov.uk

Environment Agency

Offices nation-wide (UK)
General Enquiries Tel: 0845 9333111
Call this number and you will be put you through to your local office.
E-mail: enquiries@environment-agency.gov.uk
Web site: <http://www.environment-agency.gov.uk>

Encore Systems

PO Box 247
585 NW 3rd Street
Cohasset MN 55721
Tel: (218) 328-0023
Fax: (218) 328-0024
Email: baler@northernnet.com
Web site: <http://www.tirebaler.com>

Environment Council

212 High Holborn
London. WC1V 7VW
Tel: 020 7836 2626
Fax: 0207242 1180
Email: info@envcouncil.org.uk
Web site: <http://www.the-environment-council.org.uk>

ETRA (European Tyre Recycling Association)

ETRA is the only European organisation devoted exclusively to tyre and rubber recycling. It now has over 250 members in 46 countries in Europe and around the world. The membership includes policy and decision makers, collectors, retreaders, manufacturers of recycling machinery, research bodies and developers amongst others.

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Health and Safety Executive (HSE)

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Fax: 02920 859260
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Web Site: <http://www.hse.gov.uk/contact/index.htm>

Her Majesty's Stationary Office (HMSO)*

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Web site <http://www.hmso.gov.uk>

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Duke Street

Norwich NR3 1GN

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Fax: 0870 600 5533

e-mail: book.orders@tso.co.uk

online ordering: www.tso.co.uk/booksh

International Organisation for Standardisation (ISO)

Central Secretariat

International Organization for Standardization (ISO)

1, rue de Varembe, Case postale 56

CH-1211 Geneva 20, Switzerland

TeL: +41 22 749 01 11

Fax: +41 22 733 34 30

Web site: <http://www.iso.ch>

Materials information exchange

<http://www.salvomie.co.uk>

Motor Vehicle Dismantlers Association (MVDA)

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Staffs.

WS13 6LA

UK

Tel 44 (0)1543 254254

Fax 44 (0)1543 254274

enquiries@mvda.org.uk

www.mvda.org.uk

National Tyre Distributors Association (NTDA)

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Fax 0870 9000 610

info@ntda.co.uk

www.ntda.co.uk

Northern Tyre Recycling (UK) Limited

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IV2 5EL
Tel(44) 01 463 790 033
fax(44) 01 463 794 400
Contact: dennis@northerntyre.co.uk
www.northerntyre.co.uk

Pevensey Coastal Defence Limited

Environment Agency Depot
Coast Road
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East Sussex BN24 6ND
Tel: (01323) 761202
Fax: (01323) 764368

RAPRA Technology Ltd

Rapra Technology is Europe's leading independent plastics and rubber consultancy. Rapra provides comprehensive consultancy, technology and information services for the polymer industry and industries using plastics and rubber in any component, product or production process.

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Fax: 0049 511 8385469
Web Site: <http://www.ringtech.de/en/projekte/>

Scottish Environmental Protection Agency (SEPA)

Erskine Court,
The Castle Business Park,
Stirling FK9 4TR

Tel: 01786 457700
Fax: 01786 446885
E-mail: info@sepa.org.uk
Web site: <http://www.sepa.org.uk>

The Used Tyre Working Group was formed in 1995 to act as a link between industry and Government on used tyre recovery issues. It is formed of the Directors of the four tyre trade associations, together with a number of industry representatives, and officials from the Environment Agency and the Department of Trade and Industry.
<http://www.tyredisposal.co.uk>

TRL Limited (The Transport Research Laboratory)

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Web site: <http://www.trl.co.uk/viridis>

Waste Management Industry Training and Advisory Board (WAMITAB)

The Waste Management Industry Training and Advisory Board (WAMITAB) was established in 1989 to determine and advise on policy and standards of education, qualifications and training for employees in the Waste Management Industry. WAMITAB is an independent body, which works with the industry, and for the industry on education and training issues. WAMITAB has its headquarters in Northampton and also supports a network of Regional and In-Company Centres throughout England, Scotland, Wales and Northern Ireland.

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Email enquiries: info.admin@wamitab.org.uk
Web Site: <http://www.wamitab.org.uk/>

WRAP (the Waste & Resources Action Programme) is a not-for-profit company supported by funding from DEFRA, the DTI and the devolved administrations of Scotland, Wales and Northern Ireland. It is working to promote sustainable waste management by creating stable and efficient markets for recycled materials and products.

WRAP

The Old Academy
21 Horse Fair
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Email: helpline@wrap.org.uk
Web site: <http://www.wrap.org.uk>

Appendix 10 Some relevant legislation, policy and guidance

Further guidance on the planning, management and operation of port, coastal and river engineering projects can be obtained from the following publications and sources.

A10.1 Waste

Waste Management – the Duty of Care, Code of Practice, 1996, HMSO

Demonstrating waste minimisation benefits in construction, CIRIA C, 2001

The reclaimed and recycled materials handbook, CIRIA C513, 1999

Managing materials and components on-site, CIRIA SP146, 1998

Civil engineering applications of tyres Viridis Report VR5, 2003

Use of industrial by-products in road construction – water quality effects, CIRIA R167, 1998

Waste minimisation in construction – site guide, CIRIA, SP133, 1997

Environment Agency, SEPA and Environment and Heritage Service,

Pollution Prevention Guidelines (PPG):

- PPG 6, Working at Construction and Demolition Sites
- PPG 8, Safe storage and disposal of used oils
- PPG 23, Maintenance of structures over water

Environment Agency, SEPA and Environment and Heritage Service, A Guide to the Special Waste Regulations 1996 (as amended), version 2, November 2001.

Envirowise Reference Notes:

- Special Waste Regulations

CIRIA, Coastal and Marine Environmental Site Guide, 2003

A10.2 Noise

BS 5228 (1997) Noise control on construction and open sites

How much noise do you make? A guide to assessing and managing noise on construction sites, CIRIA, PR70, 1999.

Planning to reduce noise exposure in construction, CIRIA, TN138, 1990.

Simple noise screens for site use, CIRIA, SP38, 1985.

Ground-borne vibrations arising from piling, CIRIA, TN142, 1992.

Noise and vibration from piling operations, CIRIA, PG9, 1980.

Noise Control: Principles and Practice – Bruel and Kjaer, 1982

A guide to reducing the exposure of construction workers to noise, CIRIA, PR120, 1990.

CIRIA, Coastal and Marine Environmental Site Guide, 2003

A10.3 Dust, emissions and odours

Mobile Crushing and screening Processes, 1996, Department of the Environment PG3/16 (96).

Environment Agency, SEPA and Environment and Heritage Service Pollution Prevention guidance (PPG):

- PPG 5 Works in, near or liable to affect watercourses
- PPG 6 Working at construction and demolition sites
- PPG 23 Maintenance of structures over water

CIRIA, Coastal and Marine Environmental Site Guide, 2003

A10.4 Ground sediment and contamination

BSI DRAFT for Development DD175:1998 Code of Practice for the identification of Potentially Contaminated Land and its Investigation.

Environmental good practice on site, CIRIA C502, 1999.

A guide to safe working on contaminated sites, CIRIA R132, 1996.

HSG66 Protection of Workers and the General Public during Development of Contaminated Land, HSE.

Environment Agency, SEPA and Environment and Heritage Service Pollution Prevention guidance (PPG):

- PPG 1 General guide to prevention of pollution of controlled waters
- PPG 2 Above ground oil storage tanks
- PPG 5 Works in, near or liable to affect watercourses
- PPG 6 Working at construction and demolition sites
- PPG 8 Safe storage and disposal of used oils
- PPG 13 The use of high pressure and steam cleaners
- PPG 20 Dewatering underground ducts and chambers
- PPG 21 Pollution Incident Response Planning
- PPG 23 Maintenance of structures over water

Other Environment Agency guidelines:

- *Silt pollution and how to avoid it*
- *Spillage pollution and how to avoid it*
- *Follow the oil care code*
- *Oil care at work*

CIRIA, Coastal and Marine Environmental Site Guide, 2003

A10.5 Water Quality

Control of Major Accident Hazards Regulations 1999 (COMAH)

Environment Agency, SEPA and Environment and Heritage Service Pollution Prevention guidance (PPG):

- PPG 1 General guide to prevention of pollution of controlled waters
- PPG 2 Above ground oil storage tanks
- PPG 4 Disposal of sewage where no mains drainage is available
- PPG 5 Works in, near or liable to affect watercourses
- PPG 6 Working at construction and demolition sites
- PPG 8 Safe storage and disposal of used oils
- PPG 11 Preventing pollution at industrial sites
- PPG 18 Managing fire water and major spillages
- PPG 21 Pollution Incident Response Planning
- PPG 23 Maintenance of structures over water
- PPG 26 Storage and handling of drums and intermediate bulk containers.

Other Environment Agency guidelines:

- *Oil Storage Regulationst*
- *Oil Care, Follow the Codet*
- *River pollution and how to avoid it*
- *Silt Pollution and how to avoid it*

CIRIA, Coastal and Marine Environmental Site Guide, 2003

A10.6 Wildlife and natural features

Countryside Council for Wales (CCW), A Glossary of Marine Nature Conservation and Fisheries, 2001.

English Nature, Sites of Special Scientific Interest (SSSIs), 2002.

English Nature, Special Sites for Birds – What are they?, 1999

English Nature, Types of Coastal Habitat Re-creation, Science Series No.13), 1993.

CIRIA, Coastal and Marine Environmental Site Guide, 2003

A10.7 Shellfish and fish

Health and Safety Executive Regulations / Guidance.

CIRIA, Coastal and Marine Environmental Site Guide, 2003

BS 5228 (Part 1 1987 – Basic information and procedures for noise control).

Construction (Design Management) Regulations 1994.

English Nature, Good practice guidelines for ports and harbours operating within or near UK European Marine Sites, July 1999.

A10.8 Archaeology and heritage

CIRIA, Coastal and Marine Environmental Site Guide, 2003

Planning Policy Guidance 16 Archaeology and Planning (1996) – sets out best practice for incorporating archaeology and heritage issues within planning permissions (PPG 16 in England and Wales; National PPG 5 in Scotland).

Consultation with English Heritage, CADW, Historic Scotland and the Northern Ireland Environment and Heritage Service.

Department for Culture, Media and Sport, The Treasure Act (leaflet), 1997

English Heritage and CADW, Marine Aggregate Dredging and the Historic Environment, (BMAPA) for English Heritage and CADW.

Appendix 11 Existing waste management licensing exemptions

This Appendix sets out the framework and conditions to be considered when proposing an activity to be exempt from the need to hold a WML. Note it is the activity applied to a particular waste type that is exempt. It is not possible to exempt a waste type regardless of what activity may be carried out. The Appendix also identifies the current exemptions that directly concern tyres or rubber and those that may be of interest as the basis for development.

Legal framework

The Framework Directive on waste (75/442/EEC as amended) provides any establishment or undertaking carrying out a disposal or treatment operation should do so under a permit. **Article 11** provides that the following may be exempted from a permit requirement:

- a) establishments or undertakings carrying out their own waste disposal at the place of production; and
- b) establishments or undertakings that carry out waste recovery.

An exemption may apply only:

- a) if the competent authorities have adopted general rules for each type of activity laying down the types and quantities of waste and the conditions under which the activity in question may be exempted from permit requirements; and
- b) if the types or quantities of waste and methods of disposal or recovery are such that the conditions imposed in Article 4 are complied with.

The establishments and undertakings must be registered with a competent authority. In the UK most exemptions are required to be registered with the EA or, in Scotland, SEPA.

The system for exemptions needs to be notified to the Commission by the Member State.

Article 4 provides that “Member States shall take the necessary measures to ensure that waste is recovered or disposed of without endangering human health and without using processes or methods which could harm the environment and in particular:

- a) without risk to water, air or soil, or to plants and animals,
- b) without causing a nuisance through noise or odours,
- c) without adversely affecting the countryside or places of special interest.”

The Article 4 objectives are known as the ‘relevant objectives’.

The following should be specified when proposing an exemption:

1. the activity (which must result in recovery). Note - it is not possible simply to exempt a waste type from licensing. It is the activity applied to particular waste-types that is exempt.
2. specify the type of waste(s).
3. specify any controls needed to meet the ‘relevant objectives’ (for example, the maximum quantities of each type of waste that can be allowed by the exemption).

In addition, the following should be considered and if appropriate proposed:

1. Other relevant control systems e.g. planning consent, PPC permit that may be needed for the activity.
2. Any environmental precautions that may be appropriate (e.g. do you need drainage or impermeable pavements?). Note that the Waste Management Licensing Regulations contain a general provision in regulation 17(4) requiring that all the exempted activities are carried out in a way that ensures the 'relevant objectives' are not breached. The relevant objectives are set out in Schedule 4 (4) of the Regulations.

A11.1 Current Exemptions

These are set out in Schedule 3 to the Waste Management Licensing Regulations 1994 (as amended).

Two exemptions explicitly cover tyres:

Paragraph 3 – Burning of waste as a fuel (*extract*)

- (d) burning as a fuel, under an authorisation granted under Part I of the 1990 Act or a permit under the 2000 Regulations *PPCR2000*, of tyres to the extent that it is or forms part of a process within Part B of Section 1.3 of Schedule 1 to the 1991 Regulations or an activity within Part B of Section 1.1 of Part 1 of Schedule 1 to the 2000 Regulations *PPCR2000*, and the shredding and feeding of tyres into an appliance in which they are to be so burned;
- (a) the storage in a secure place on any premises of tyres where –
 - (a) the tyres are intended to be submitted to an operation covered by the exemption conferred by sub-paragraph (d) above;
 - (ii) the tyres are stored separately;
 - (iii) none of the tyres is stored on the premises for longer than twelve months; and
 - (iv) the number of the tyres stored on the premises at any one time does not exceed 1,000.

Paragraph 17 – Storage pending recovery

17. (1) The storage in a secure place on any premises of waste of a kind described in Table 4 below if -
 - (a) the total quantity of that kind of waste stored on those premises at any time does not exceed the quantity specified in that Table;
 - (b) the waste is to be reused, or used for the purposes of -
 - (i) an activity described in paragraph 11(e.g. baling, sorting, shredding, crushing); or
 - (ii) any other recovery operation;
 - (c) each kind of waste listed in the Table stored on the premises is kept separately; and
 - (d) no waste is stored on the premises for longer than twelve months.

Table	4 [<i>edited version</i>]
Kind of waste	Maximum total quantity
Tyres	1,000 tyres

Tyre quantity limits

The working group considered the appropriateness of the Paragraph 17 limit of 1,000 tyres destined for recovery. Given that these could be car, truck or earthmover etc there could be large differences in tonnage and volume, with an assumption that the environmental risks are higher for larger tyre types: 1,000 car = 6.7 tonnes, 1,000 truck = 50 tonnes, 1,000 earthmover up to 250 tonnes. The 1,000 tyre limit was considered from a number of factors: ease of regulatory compliance and enforcement, limits to abuse by rogue operators, the complexity of any system that allowed for mixed sizes of tyres and fairness to industry sectors. It was also noted that trailers commonly used for collection of used tyres could hold ~2,000 car tyres. The group decided to retain the current limit of 1,000 tyres, pending further consideration of other tyre exemptions.

A11.2 A further exemption concerns rubber:

Paragraph 14 – Manufacture of finished goods

- 14 (1) The manufacture of finished goods from any of the following kinds of waste, namely waste metal, plastic, glass, ceramics, rubber, textiles, wood, paper or cardboard.
- (2) The storage of any such waste intended to be used in reliance upon the exemption conferred by sub-paragraph (1) above if:
- (a) the waste is stored at the place of manufacture; and
 - (b) the total amount of any particular kind of waste stored at that place at any time does not exceed 15,000 tonnes.

Finished goods in this paragraph does not mean partly processed or partly recovered material, i.e. the sleeping policeman is a finished good but the rubber crumb/ granular is not. Finished goods = complete recovery.

A11.3 Other exemptions that may be of interest:

Paragraph 15 - The beneficial use of waste

- 15 (1) The beneficial use of waste if:
- (a) it is put to that use without further treatment; and
 - (b) that use of the waste does not involve its disposal.
- (2) The storage of waste intended to be used in reliance upon the exemption conferred by sub-paragraph (1) above insofar as that storage does not amount to disposal of the waste.
- (3) This paragraph does not apply to the use or storage of waste if that activity is covered by an exemption conferred by paragraph 7, 8, 9, 19 or 25, or would be so covered but for any condition or limitation to which that exemption is subject by virtue of any provision contained in the paragraph by which that exemption is conferred.

Paragraph 18 - Storage in a secure container prior to recovery

- 18 (1) The storage on any premises in a secure container or containers of waste of a kind described in sub-paragraph (2) below if:
- (a) the storage capacity of the container or containers does not exceed 400 cubic metres in total;
 - (b) in the case of waste oil, the storage capacity of any container or containers used for its storage does not exceed 3 cubic metres in total, and provision is made to prevent oil escaping into the ground or a drain;
 - (c) there are no more than 20 containers on those premises;
 - (d) the waste will be reused, or used for the purposes of--
 - (i) any activity described in paragraph 11 carried on at those premises; or
 - (ii) any other recovery activity;
 - (e) each kind of waste described in sub-paragraph (2) below stored on the premises is kept separately;
 - (f) no waste is stored on the premises for longer than twelve months; and

(b) the person storing the waste is the owner of the container or has the consent of the owner.

(2) Sub-paragraph (1) above applies to the following kinds of waste:

- (a) any waste described in paragraph 17 other than waste solvents, refrigerants or halons;
- (a) waste oil (including waste oil which is special waste).

Paragraph 19 is relevant for certain construction works, although it does not include tyres or rubber. The Government consulted in 2003 on amending some of the exemptions including paragraph 19 (see later). However it is not expected to extend paragraph 19 to include tyres or rubber.

19 (1) The storage on a site of waste which arises from demolition or construction work or tunnelling or other excavations or which consists of ash, slag, clinker, rock, wood or gypsum, if:

- (a) the waste in question is suitable for use for the purposes of relevant work which will be carried on at the site; and
- (b) in the case of waste which is not produced on the site, it is not stored there for longer than three months before relevant work starts.

(2) The use of waste of a kind mentioned in sub-paragraph (1) above for the purposes of relevant work if the waste is suitable for use for those purposes.

(3) The storage on a site of waste consisting of road planings which are to be used for the purposes of relevant work carried on elsewhere if:

- (a) no more than 50,000 tonnes of such waste are stored at the site; and
- (b) the waste is stored there for no longer than 3 months.

(4) In this paragraph, “relevant work” means construction work, including the deposit of waste on land in connection with:

- (a) the provision of recreational facilities on that land; or
- (b) the construction, maintenance or improvement of a building, highway, railway, airport, dock or other transport facility on that land, but not including either any deposit of waste in any other circumstances or any work involving land reclamation.

Paragraph 28 – Storage of returned goods

28 The storage of returned goods that are waste and the secure storage of returned goods that are special waste, pending recovery or disposal, for a period not exceeding one month, by their manufacturer, distributor or retailer.

Paragraph 41 – Storage on site of production

41 (1) The temporary storage of waste, pending its collection, on the site where it is produced.

(1A) Sub-paragraph (1) above does not apply to the storage of waste at a place designed or adapted for the recovery of scrap metal or the dismantling of waste motor vehicles

(2) Sub-paragraph (1) above shall apply to special waste if—

- (a) it is stored on the site for no more than twelve months;
- (b) in the case of liquid waste, it is stored in a secure container and the total volume of that waste does not at any time exceed 23,000 litres; and
- (c) in any other case, either—
 - (i) it is stored in a secure container and the total volume of that waste does not at any time exceed 80 cubic metres; or
 - (ii) it is stored in a secure place and the total volume of that waste does not at any time exceed 50 cubic metres.

Thus garages storing waste tyres removed at the garage are covered by this exemption, which does not require registration.

A11.4 Proposed Amendment of paragraph 19 of Schedule 3: storage and use of waste for construction

Taken from "Proposals for amendments to the Waste Management Licensing Regulations 1994 (as amended) - A consultation paper", Defra June 2003.

See <http://www.defra.gov.uk/corporate/consult/wastemanlicence/index.htm>

13. For paragraph 19 of schedule 3 substitute –

- “19.- (1) Subject to the following provisions of this paragraph, the storage on a site of any of the wastes listed in Table 4AA, if:
- the waste in question is suitable for use for the purposes of relevant work which will then be carried on at the site; and
 - in the case of waste which is not produced on the site, it is not stored there for longer than three months.

Table 4AA

Type of waste	
Column 1	Column 2
Wastes from physical and chemical processing of non-metalliferous minerals	Waste gravel and crushed rocks other than those containing dangerous substances
	Waste sand and clays
Wastes from sugar processing	Soil from cleaning and washing beet
Wastes from power stations and other combustion plants (except wastes from waste management facilities, off-site waste water treatment plants and the preparation of water intended for human consumption and waste for industrial use)	Bottom ash, slag and boiler dust (excluding oil fly ash and boiler dust)
Wastes from the iron and steel industry	Unprocessed slag
Wastes from the casting of ferrous and non-ferrous pieces	Furnace slag
Wastes from the manufacture of ceramic goods, bricks, tiles and construction pieces	Waste ceramics, bricks, tiles and construction products (after thermal processing)
Wastes from the manufacture of cement, lime and plaster and articles and products made from them	Waste concrete and concrete sludge
Concrete, bricks, tiles and ceramics	Concrete
	Bricks
	Tiles and ceramics
	Mixtures of concrete, bricks, tiles and
Wastes from incineration and pyrolysis of waste	Bottom ash and slag
Wastes from the mechanical treatment of waste (for example sorting, crushing, compacting, palletising) not otherwise specified	Minerals (for example sand, stones)
Soil (including excavated soil from contaminated sites), stones and dredging spoil	Track ballast, soil and stones other than those containing dangerous substances
Garden and park waste (including cemetery waste)	Soil and stones
Bituminous mixtures, coal tar and tarred products	Road base and road planings

(2) The use of waste of a kind mentioned in paragraph (1) above for the purposes of relevant work if-

- the waste is suitable for use for those purposes;
- where the carrying out of the relevant work requires planning permission for the purposes of the Town and Country Planning Act 1990, that permission is in force at the time the work is carried out and the waste is used in accordance with that permission; and

- (c) the waste used does not exceed the dimensions of the final cross sections shown on the plan submitted under regulation 18(4C) of these Regulations.

(3) The storage on a site of waste consisting of road planings and roadbase which are to be used for the purposes of relevant work carried on elsewhere if:

- (a) no more than 50,000 tonnes of such waste are stored at the site; and
- (a) the waste is stored there for no longer than 6 months

(4) In this paragraph, “relevant work” means work for the construction, maintenance or improvement of:

- (a) a building, highway, railway, airport, dock or other transport facility;
- (a) recreational facilities;
- (a) drainage within the meaning of the Land Drainage Act 1990; or
- (a) controlled waters;

but does not include work involving land reclamation.”