



Legislative Day Policy Information

Waste Tire Legislation Overview

Section 1 of the bill removes the \$150/ton cap on tipping fees that a county may charge.

- Counties accept scrap tires for recycling that are not subject to an end-of-life fee. By law, counties can charge a maximum of \$150 per ton to manage these undocumented tires – a fee that does not cover current processing costs.
- Several counties are facing costs that exceed \$300/ton for collecting, hauling, and processing waste tires, often leaving a shortfall in excess of \$150/ton due to the current tipping fee cap. This has resulted in significant budgetary impacts on county governments due to increasing costs and the lack of grant funds available to fill this gap.
- This legislation would not affect the cost of processing agricultural/tractor tires. These types of tires can currently be charged at a rate to recoup the cost of handling them and this would not change under the proposed legislation. Below is the current law:

“44-96-170(E)... However, a county may impose an additional fee on waste tires, heavy equipment tires, and oversized tires that have a greater diameter than the largest tire with a Department of Transportation number. A fee may be charged on waste tires generated outside of South Carolina. Counties may require fleets to provide documentation for proof of purchase on in-state tires. For tires not included in documentation, an additional tipping fee may be charged. Counties may charge a tipping fee of up to one dollar and fifty cents for each tire or up to one hundred fifty dollars a ton for waste tires generated in this State for which no fee has been paid otherwise.”

Section 2 of the bill contains language regarding market development with a goal of finding additional ways to use tire-derived products by adding a new subsection (U) to 44-96-170.

- This lays the framework for the stakeholders continuing to work together (via the Scrap Tire Coalition, etc.) to find sustainable statewide infrastructure and uses for tire-derived products.

- It includes reporting requirements from DHEC to the General Assembly on the status of the tire program, fees, and discussions from the working group on a yearly basis.
- The General Assembly can at any time, through legislation, amend/reduce the fee or look at implementing a new type of program that other states have through the review language that is in the code [44-96-170(N)]. SCAC and other stakeholders are working on innovative ways to address the current \$2 fee that has been in place since 1991.

Status: Mar 07, 2023 | House introduced and read first time, referred to Committee on Ways and Means

Bill Tracker: <https://fastdemocracy.com/bill-search/sc/2023-2024/bills/SCB00019042/>

Economic Investment Incentives Legislation Overview

- House Bill 4087: Streamlines the corporate income tax credit and jobs tax credits requirements. It also includes a change to the Recycling Facilities tax credit language.
- The bill reduces the qualifying investment amount from \$300 million to \$100 million. It adds “batteries, solar panels, and turbines” to the definition of post-consumer waste materials used by qualified facilities in their finished products.
- This legislation was prompted by the recruitment of a large battery recycling company with plans to make SC its North American headquarters.
- Introduced by Reps. G. M. Smith, West, Kirby, Ballentine, Robbins, Hewitt, M. M. Smith, Davis, Hiott, Long, Hager, Ott, Weeks, Dillard, W. Jones, Brewer, Hartnett and Murphy
Bill Text: https://www.scstatehouse.gov/sess125_2023-2024/bills/4087.htm

Status: Passed by the House, the bill now heads to the Senate for potential consideration.

Bill Tracker: <https://www.maynardnexsen.com/publication-2023-south-carolina-legislative-session-economic-development>