

# Guidelines for the Tyre Product Stewardship Scheme

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## Amendment 2.0

1 December 2024

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1 December 2024

### Author

Tyre Stewardship Australia

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### Status of this Document

These Guidelines were initially developed at the inception of the Scheme by an industry-government working group and have been further amended by Tyre Stewardship Australia.

These Guidelines will continue to be implemented by Tyre Stewardship Australia (TSA); a not-for-profit company limited by guarantee.

TSA has prepared the wording of this document.

### Process for amendment of the guidelines

This document may be amended from time to time by TSA.

For a major amendment, where there are potential impacts on Participants, a consultation process is to be undertaken

with relevant stakeholders to the Scheme in relation to the proposed amendment and comments sought. The eventual amendment is to be announced on the Scheme website.

For a minor amendment, where there are no or minor potential impacts on Participants or other Scheme stakeholders, an announcement of the amendment may be made by the Chief Executive Officer on the Scheme's website with the authority of TSA.

TSA's Board of Directors will determine whether an amendment is minor or major. The TSA may not amend the objectives of the Scheme.

### Acknowledgement

Tyre Stewardship Australia acknowledges the Traditional Custodians of the land and waterways on which we live, work, and depend. We acknowledge the unique spiritual and cultural connection, and continuing aspiration that the Traditional Owners have for Country, and we pay respect to Elders, past, present, and emerging.

# About this document

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This document was approved by TSA on 1 December 2024.

This document provides comprehensive information about the Scheme and sets out the commitments that Participants are required to meet. The document also provides advice to clarify the Scheme's requirements and enable businesses and organisations to make informed decisions on whether to apply to be a Participant.

The document also helps businesses and organisations to identify any preparations they need to make before they apply.

This document takes the form of a manual, designed to direct businesses and organisations to the parts most relevant to them:

**Parts A and B applies to all Participants in the Scheme:**

- Part A** – Outlines the operation of the Tyre Product Stewardship Scheme (the Scheme), how the Scheme works, as well as its objectives, principles, and scope. It also includes the general commitments that apply to all Participants in the Scheme and describes how the Scheme is administered and performance is measured.
- Part B** – Sets out the requirements that apply to the use of the Scheme's logo. All Participants in the Scheme need to comply with these requirements.

**Parts C to I set out the specific commitments that apply to each category of Participants in the Scheme:**

- Part C** – Tyre importers and vehicle manufacturers and importers
- Part D** – Tyre retailers
- Part E** – Tyre collectors
- Part F** – Tyre recyclers
- Part G** – Local governments
- Part H** – Fleet operators
- Part I** – Miners

TSA will continue to categorise, monitor, and adjust Participant categories as required by the Scheme.

**Parts C to I include advice on:**

- What a business or organisation needs to do to meet the commitments that apply to them.
- The types of documentation and data that the Scheme requires for different purposes such as reporting and audits.

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# Glossary and acronyms

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For the purposes of this document:

| Term                                   | Definitions  |
|--|--|
| <b>Accreditation</b>                   | means recognition by Tyre Stewardship Australia (TSA) that a business or organisation has made a commitment to, and meets the requirements of, the Scheme.   |
| <b>Action Plan</b>                     | means the timeline and the steps that the applicant proposes to undertake to meet the commitments of the Category/ies nominated by the applicant. This includes how the applicant will promote participation in the Scheme to businesses and other organisations.  |
| <b>Applicant</b>                       | means a business or organisation that is a legal entity with an ABN or ACN and has applied to become a Participant.  |
| <b>Authorised signatory</b>            | is an individual who is authorised to execute a binding document on behalf of a business or organisation.  |
| <b>Baler</b>                           | means an individual, business or organisation that compacts end-of-life tyres into dense bales for the purposes of aggregation and transport. Balers may bale tyres for transport within Australia. For the purposes of TSA participant categories, a baler is classified as a Tyre collector.   |
| <b>Consumer</b>                        | means the final purchaser of a tyre. As the owner, a Consumer shares responsibility for the appropriate disposal of a tyre when it reaches its end-of-life.  |
| <b>Direct incineration</b>             | of tyres means the incineration of tyres for disposal and without effective energy recovery.   |
| <b>Down Stream Vendor (DSV)</b>        | means an individual, business or organisation that processes output (in the form of EOLT) from Australian tyre recyclers and/or tyre collectors. A DSV is usually the last facility to reprocess an EOLT.  |
| <b>End-of-life tyre (EOLT)</b>         | means a tyre that is deemed no longer capable of performing the function for which it was originally made.   |
| <b>Environmentally sound use</b>       | means the use of whole, part or recovered components of EOLT for applications that minimise or prevent environmental, health and safety damage or harm. Further guidance on this definition is provided in section A1.1 of the Guidelines.   |
| <b>Equivalent Passenger Unit (EPU)</b> | means a standardised measure for the quantity of tyres. One EPU contains as much rubber and other materials as a 'typical' passenger tyre. For the purposes of this Scheme, the assumed weight of one new EPU is taken to be 9.5 kg and one end-of-life EPU is taken to be 8 kg. Appendix 1 provides the list of EPU ratios for different types of tyres that apply for the purposes of reporting by tyre importers under the Scheme and the list of ratios that apply for reporting by Tyre recyclers under the Scheme. |
| <b>Export</b>                          | means export from Australia.   |
| <b>FCAI</b>                            | means the Federal Chamber of Automotive Industries.  |
| <b>Fleet operator</b>                  | is an entity that owns or operates a fleet of vehicles, including private and Australian and state and territory government fleet operators.   |
| <b>Gate fee</b>                        | see Recycling gate fee.  |

|                                 |   |
|---------------------------------|---|
| <b>Import</b>                   | means import into Australia, and includes bring into Australia.   |
| <b>Landfill</b>                 | means waste disposal sites used for the authorised deposit of solid waste onto or into land.  |
| <b>Local government</b>         | is a government entity with powers and geographical distribution established by a state or the Northern Territory. A 'Local government' can also be referred to as a local council, city, shire, town or municipality. See also advice on the Australian Capital Territory on page 30.  |
| <b>Miners</b>                   | mean businesses or organisations that are engaged in the exploration for, and extraction and primary processing of, minerals in Australia, including coal and petroleum. Primary processing is taken to include the processing of minerals up to the first pouring of refined metal but fabrication beyond that stage is excluded.  |
| <b>Non-motorised trailer</b>    | means a trailer, vehicle, caravan or camper towed behind a motorised vehicle.   |
| <b>Off-the-road (OTR)</b>       | means tyres for mining sites and heavy industry applications.   |
| <b>Participant</b>              | means a business or organisation that has received accreditation from Tyre Stewardship Australia and made a commitment to meet the requirements of the Scheme.  |
| <b>Product stewardship</b>      | means a policy approach recognising that manufacturers, importers, tyre retailers, governments and other persons have a shared responsibility for the environmental impacts of a product throughout its full life cycle. A product stewardship scheme establishes a means for relevant parties in the product chain to share responsibility for the products they produce, handle, purchase, use and discard. |
| <b>Recycle</b>                  | means a process to recover constituent materials from end-of-life tyres and use those materials to produce other products.  |
| <b>Recycler</b>                 | see Tyre recycler.  |
| <b>Recycling fee</b>            | means the money that is paid when end-of-life tyres change hands in the supply chain and covers the costs associated with activities such as handling, storage, transport and recycling.  |
| <b>Recycling gate fee</b>       | means the money paid to a tyre recycler to ensure the environmentally sound use of EOLT.  |
| <b>Related bodies corporate</b> | mean the same as the definition in section 50 of the Corporations Act 2001 <sup>1</sup> :<br>'Where a body corporate is:<br>(a) a holding company of another body corporate; or<br>(b) a subsidiary of another body corporate; or<br>(c) a subsidiary of a holding company of another body corporate;<br>the first-mentioned body and the other body are related to each other'.                              |
| <b>Resource recovery</b>        | means the process of extracting materials or energy from a waste stream through reuse, recycling or recovering energy from waste.   |
| <b>Retailer</b>                 | means a business or organisation that offers products for sale at retail through any means, including sales outlets, catalogues, or the Internet. For the purposes of the Scheme, a tyre retreader is a tyre retailer.  |

<sup>1</sup> Refer to the *Corporations Act 2001* for further detail.

|   |  |
|---|--|
| <b>Retreader</b>  | means an entity that gives new tread to a tyre. For the purposes of the Scheme, a tyre retreader is a Retailer.  |
| <b>Reuse</b>  | means to use a collected tyre for the same or similar purpose as the original purpose without subjecting the tyre to a manufacturing process that would change its physical appearance.  |
| <b>Scheme</b>   | means the Tyre Product Stewardship Scheme administered by TSA, being the arrangement between parties in the tyre supply chain to share responsibility for the long-term management of end-of-life tyres in Australia, as set out in this document.   |
| <b>Tyre Product Stewardship Scheme (TPSS)</b>                 | means the Tyre Product Stewardship Scheme (the Scheme). The TPSS is a national, ACCC-authorized, and voluntary product stewardship scheme, first launched in 2014 and administered by Tyre Stewardship Australia.  |
| <b>Transporter</b>  | see Tyre collector   |
| <b>Tyre</b>   | means a vulcanised rubber product designed to be fitted to a wheel for use on, or already fitted to, motorised vehicles and non-motorised trailers towed behind motorised vehicles. For the purposes of these Guidelines, 'tyre' includes, but is not limited to, a tyre for motorcycles, passenger cars, box trailers, caravans, light commercial vehicles, trucks and truck trailers, buses, mining and earth moving vehicles, cranes, excavators, graders, farm machinery, and forklifts. |
| <b>Tyre collector</b>   | means an individual, business or organisation that collects and/or transports end-of-life tyres in any part of Australia for recycling, reuse or disposal. For the purposes of the Scheme, a transporter is a collector.   |
| <b>Tyre derived fuel (TDF)</b>                                | is a fuel derived from end-of-life tyres and includes whole and shredded tyres used for this purpose.  |
| <b>Tyre derived product (TDP)</b>                             | means any product produced from rubber, steel, textile or other material recovered from recycling EOLT.  |
| <b>Tyre importers and vehicle manufacturers and importers</b> | means businesses or organisations that are engaged in tyre importing, vehicle importing or vehicle manufacturing and are first to supply a tyre to the domestic Australian market.   |
| <b>Tyre Stewardship Australia (TSA)</b>                       | means the entity created to administer the Scheme.   |
| <b>Tyre recycler</b>  | means a business or organisation recovering rubber, steel, textile and/or other materials and processing it into a form whereby it can be used as an intermediate product in the manufacture of TDP, or to recover energy from end-of-life tyres.  |



# Part A

## The Scheme and general commitments

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### The Scheme

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A1

#### Introduction

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A1.1

**Tyre Stewardship Australia Limited (TSA) is a not-for-profit company limited by guarantee, established to deliver the Scheme. The aim of the Scheme is to reduce the amount of end-of-life tyres (EOLT) negatively impacting the environment via landfill, onsite burial, or illegal dumping while increasing the recycling rate of end-of-life tyres.**

In 2023-24, Australia generated some 537,000 tonnes or roughly 67 million equivalent passenger units (EPU) of used tyres, an increase of 10% in the 5-year period since 2019-20.

A significant number (184,000 tonnes or 34%) of Australia's used tyres are currently not recovered. Not recovered includes landfill, onsite burial, burning without recovery of energy, and tyres where the final fate is yet to be determined, which includes tyres retained onsite, illegally dumped tyres, and stockpiles.

There are many pathways for the environmentally sound use of used tyres. Circular pathways include re-use as a tyre through retread and second-hand sale or processing for the manufacture of new rubber products, as a constituent in asphalt roads and in surfaces such as sporting fields and playgrounds. Although not circular, processed used tyres are also valuable as a fuel source when incinerated under the right conditions for industries such as producers of energy and cement and as a substitute for diesel in explosives. Export for these energy recovery applications currently represents the majority of used tyre recovery, making up 40% of total used tyre generation.

Further details on the generation and fate of used tyres can be found on the TSA website.

#### Environmentally sound use

**For the purposes of the Scheme environmentally sound use includes:**

- i** Recycling into tyre crumb, shred, chips, granules, steel and other tyre components.
- ii** Use as a fuel (other than in direct incineration without effective energy recovery and unsustainable burning for energy recovery) or other means to generate energy.
- iii** Production of TDP, including tyre derived fuel.
- iv** Civil engineering.

**The following uses are excluded from the definition of environmentally sound use:**

- v** Disposal through dumping, landfill, direct incineration or burning.
- vi** Stockpiling as an end point.
- vii** Unsustainable burning for energy recovery.

<sup>2</sup> Randell 2017, *Final National market development strategy for used tyres 2017-2022*, page vii

**When EOLT are put to environmentally sound use they:**

- Reduce the demand for virgin materials in the production of goods and energy.
- Reduce pressure on landfill space and improve the amenity of the land.
- Reduce the risk of fire and other health risks and support the resources recovery and recycling industry.

**Despite the benefits, increased tyre recycling and resource recovery is constrained by:**

- The need to develop viable markets for the environmentally sound use of EOLT and TDP.
- Limited, and geographically concentrated, tyre recycling infrastructure.
- Low aggregated volumes of tyres in remote and regional areas and high cost of collection in such areas.
- Lack of standards for the use of EOLT and TDP in a range of areas, including in roads and other infrastructure projects.
- The high costs of processing tyres to create TDP to sell to market.
- Demand for tyres from international energy markets.
- Regulatory regimes governing the handling of EOLT that are inconsistent between Australian jurisdictions.

In recognition of these potential benefits and constraints the Environment Protection and Heritage Council<sup>3</sup> agreed, in November 2009, to work with the tyre industry on the establishment of a voluntary industry-led product stewardship scheme for EOLT. The development of a product stewardship initiative was to assist in overcoming impediments to markets for EOLT and TDP and to gain more value from the EOLT generated in Australia each year.

Industry and government worked together to develop a model scheme that was considered by the Council of Australian Governments (COAG) Standing Council on Environment and Water in September 2011. Environment ministers continued to support the work and encouraged further consultation with the broad range of stakeholders during the completion of the guidelines. The Scheme that is detailed in this document is an outcome of that work, incorporating the input from stakeholders.

The expectation is that the Scheme will be put forward for accreditation under the voluntary product stewardship arrangements of the *Product Stewardship Act 2011*. This legislation provides the framework to effectively manage the environmental, health and safety impacts of products, and particularly those impacts associated with the disposal of products. The framework includes voluntary, co-regulatory and mandatory product stewardship.

**Voluntary** accreditation of schemes encourages product stewardship without the need for regulation and provides the community with certainty that accredited schemes are achieving what they claim. Product stewardship organisations that are accredited under the legislation must meet specific requirements that ensure they conduct their activities in a transparent and accountable manner.<sup>4</sup>

**Co-regulatory** product stewardship schemes are delivered by industry and regulated by the Australian Government. **Mandatory** product stewardship would place a legal obligation on parties to take certain actions in relation to a product.

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<sup>3</sup> The Environment Protection and Heritage Council (EPHC) consisted of environment ministers representing Australian governments. It reported to COAG. In September 2011, the EPHC was replaced by the Standing Council on Environment and Water (SCEW) which also reports to COAG.

<sup>4</sup> Fact sheet on the *Product Stewardship Act 2011*, sourced from <http://www.environment.gov.au/settlements/waste/product-stewardship/legislation/index.html>

## About the Scheme

**The Scheme is designed to increase resource recovery and recycling and to minimise the environmental, health and safety impacts of all EOLT generated in Australia; and develop Australia's tyre recycling industry and markets for TDP.**

TSA is responsible for administering the Scheme and for working to remove impediments to the development of a sustainable domestic tyre recycling industry.

### **The corporate objects of TSA are to:**

- Implement the Scheme for EOLT.
- Administer the accreditation of Participants in the Scheme.
- Monitor, audit and report on the development of the Scheme.
- Undertake education, awareness and information activities to promote the Scheme and the value of EOLT utilisation.
- Contribute to technology and market development activities that are consistent with the goal of increased utilisation of EOLT.
- Pro-actively invest in research and development projects, skills development, national outreach and international engagement for the benefit of the Australian community and the Australian public at large.
- Advance and accelerate innovative technologies in Australia by supporting focused collaborative research in high priority technologies.
- Retain local expertise in, and attract international expertise to, Australia.
- Support growth in skills and capacity in Australian technologies for the domestic and international markets.
- Engage with government, industry and the community in promoting, developing and implementing EOLT technologies and the interests of the Australian research and development community.
- Provide a forum to discuss ideas and promote multidisciplinary research and institutional collaboration.

### **Consistent with these objects, the Scheme is administered as follows:**

- Participants to the Scheme are required to adhere to a series of general and specific commitments in ensuring that EOLT are disposed of in a manner that constitutes an environmentally sound use, as a condition of accreditation under the Scheme.
- Participants' compliance with the commitments is enforced via a regime of random and risk-based audits; failure to adhere to the commitments may lead to revocation or suspension of a Participant's accreditation.
- Participants are required to deal only with other accredited Participants, or otherwise to enter into enterprise-to-enterprise agreements or contractual arrangements which give effect to the general commitments and the object of the Scheme.
- Levies collected pursuant to the Scheme are utilised by the TSA to support the activities of the Scheme and are applied to research and development for new technologies and market development which further the purposes of the Scheme.
- The efficiency of the Scheme is measured and reported on annually.

## Benefits

A1.3

The Scheme is designed to deliver a range of benefits for individual Participants, the tyre industry as a whole and for the community.

These benefits include:

- Increased use of a resource stream currently being disposed of as waste.
- Reduction in the number of tyres not going to an environmentally sound use.
- An enhanced Australian recycling industry and sustainable markets for EOLT and TDP.
- Increased capacity to handle EOLT in Australia.
- Creation of new markets for EOLT and TDP through research and development.
- An improved business environment particularly for tyre collectors and recyclers.
- Increased consumer awareness of the impacts of EOLT disposal.
- Enhanced credibility for the tyre industry through demonstrated leadership in environmental management and adoption of corporate social responsibility strategies.

## Commencement, duration and review

A1.4

The Scheme was first authorised on 3 May 2013 and officially came into operation on 20 January 2014.

A re-authorisation was provided in 2018 and expired in 2024. In late 2023, TSA (Tyre Stewardship Australia) requested ACCC re-authorisation, which, following due process, was granted on 2 September 2024 for a period of three years to 2 September 2027.

## Objectives, principles and scope

A2

### Objectives

A2.1

The objectives of the Scheme are to:

- Increase resource recovery and recycling and minimise the environmental, health and safety impacts of EOLT generated in Australia.
- Develop Australia's tyre recycling industry and markets for TDP.

### Principles

A2.2

The Scheme:

- Is industry-led.
- Is operated by an independent company limited by guarantee, TSA.
- Acknowledges the inherent value of all EOLT across Australia.
- Recognises that there is a cost associated with ensuring the environmentally sound use of EOLT.
- Is committed to market based solutions for environmentally sound EOLT management.
- Is committed to achieving the highest value end use possible for EOLT in accordance with the waste management hierarchy (see section A2.3).
- Complements relevant policies and legislation and supports compliance with relevant laws and practices, including those that apply to the environment and occupational health and safety.
- Is appropriately resourced and empowered to deliver its objectives according to agreed timeframes.

### Promotion of the Scheme

TSA promotes the Scheme to the tyre industry and the public for the purposes of increasing awareness of the impacts of EOLT disposal and encouraging participation in the Scheme.

TSA’s website lists accredited Participants, including information on the benefits of the Scheme, and provides an easy and accessible online accreditation and reporting portal.

### EOLT collection and recycling costs

As stated in the principles of the Scheme (see section A2.2) there is a cost associated with ensuring the environmentally sound use of EOLT.

It is expected that this cost will be reflected primarily in charges imposed on consumers by tyre retailers when they assume responsibility for the appropriate management of consumers’ EOLT. It is expected that tyre retailers will compete to provide an environmentally sound tyre disposal service at the lowest possible price, thereby minimising the cost to consumers.

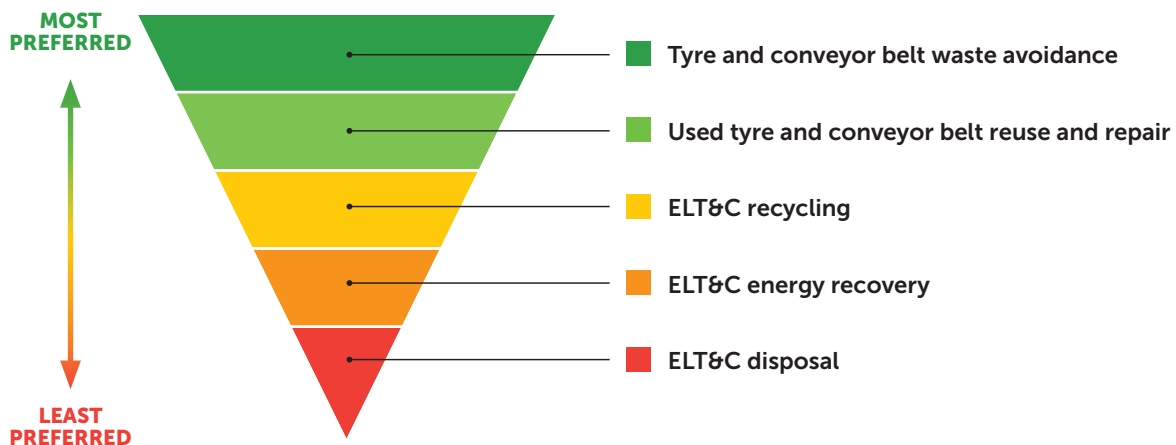
It is also expected that, over time, investment by TSA in the domestic markets for TDP and research into other impediments to resource recovery and recycling will reduce the cost to consumers of ensuring the environmentally sound use of EOLT.

## Waste hierarchy

## A2.3

The Scheme is consistent with the ‘waste hierarchy’ of strategies for dealing with waste. The waste hierarchy is referenced in many Australian jurisdictions’ legislative and policy instruments that protect the environment and conserve resources.

For instance, re-use through retreading of tyres is consistent with the objectives of the Scheme as it extends the life of tyres and delays their entry into the waste stream. There are no requirements imposed by the Scheme in relation to the retreading of tyres. Recycling and energy recovery (apart from direct incineration without effective energy recovery and unsustainable burning for energy recovery) are included in the definition of environmentally sound use. Disposal through dumping, landfill, direct incineration or burning are excluded in the definition of environmentally sound use.



Source: National Waste Report 2010, Environment Protection and Heritage Council and the Department of Environment, Water, Heritage and the Arts, 2010, p.21

## Scope

A2.4

**The Scheme is national in scope. The Scheme applies to tyres that are loose replacements for use on, or already fitted to, motorised vehicles and non-motorised trailers towed behind motorised vehicles.**

The Scheme applies to tyres for motorcycles, passenger cars, box truck trailers, buses, mining and earth moving vehicles, cranes, excavators, graders, farm machinery, and forklifts.

## Retreaded and off the road tyres

A2.5

### Retreaded tyres

The retreading of tyres is consistent with the objectives of the Scheme. Retreading extends the life of tyres and delays their entry into the waste stream. There are no fees or charges imposed by the Scheme in relation to the retreading of tyres.

For the purposes of the Scheme, retreaders are considered to be tyre retailers.

### Off the road tyres

Off the road tyres (OTRs), including those used in agriculture and mining, constitute a significant portion of the total annual consumption of tyres in Australia and are included within the scope of the Scheme<sup>5</sup>. For OTRs, the key element of the Scheme is an investment in overcoming impediments to resource recovery and recycling. The Scheme acknowledges the geographic barriers to recycling OTR tyres in Australia, the need for specialised recycling equipment and the need to stimulate markets for TDP.

## Performance measures

A2.6

**The effectiveness of the Scheme in achieving its objectives is to be measured in accordance with Australian Competition and Consumer Commission (ACCC) authorisation (AA1000655).**

**TSA will publish in its annual report the following metrics on a rolling basis for the previous 5 years:**

- a. Total EOLT generated in Australia (tonnes to nearest '000), in respect of passenger and truck tyres, off-the-road tyres, and their total.
- b. Volume of EOLT in Australia going to environmentally sound use (tonnes to nearest '000) in respect of passenger and truck tyres, off-the-road tyres, and their total.
- c. Percentage (%) of EOLT in Australia going to environmentally sound use in respect of passenger and truck tyres, off-the-road tyres, and their total.
- d. Volume of EOLT collected by Scheme accredited participants (tonnes to nearest '000) in respect of passenger and truck tyres, off-the-road tyres, and their total.
- e. Percentage (%) of total EOLT generated that was collected by Scheme accredited participants in respect of passenger and truck tyres, off-the road tyres, and their total.
- f. Volume of EOLT collected by Scheme accredited participants going to environmentally sound use (tonnes to nearest '000) in respect of passenger and truck tyres, off-the-road tyres, and their total.
- g. Percentage (%) of EOLT collected by Scheme accredited participants going to environmentally sound use in respect of passenger and truck tyres, off-the-road tyres, and their total.

<sup>5</sup> Hyder May 2012, Final report, Study into the domestic and international fate of end-of-life tyres, page ii

## General commitments for all participants

A3

This section sets out the general commitments that apply to all Participants. In addition, Participants are also required to meet the specific commitments set out in Parts C to I, as applicable according to their Participant category.

### General commitments

A3.1

#### All Participants in the Scheme must commit to:

- Support the objectives of the Scheme.
- Deal transparently and ethically with others involved in the tyre supply chain, including consumers.
- Promote the Scheme to the community and other businesses and organisations, as directed by TSA.
- Use the Scheme's branding and logo and adhere to the conditions that apply to that use, as directed by TSA.
- Comply with relevant laws and practices, including those that apply to the environment and occupational health and safety.
- Co-operate with audits, provision of required documents and undertake surveys as directed by TSA.
- Report requested data to TSA as directed by TSA.

#### All Participants in the Scheme must also commit to contribute to:

- The environmentally sound use of EOLT.
- Elimination of the inappropriate export of baled tyres from Australia.
- Elimination of the illegal dumping of EOLT.
- Elimination of disposal of EOLT to landfill (except where no viable alternative is available and subject to state and territory legislation; for example, in rural and remote areas where appropriate recycling facilities are not available, or transportation costs are prohibitive).

### Rural and remote areas

#### TSA will collaborate with other product stewardship schemes and industry in rural and remote areas from time to time.

The Scheme is designed to operate nationally. It is recognised that in some rural and remote areas where the availability of accredited tyre collectors and recyclers is limited, it may take more time to increase recycling rates than in metropolitan areas.

In assessing compliance of Participants located in rural and remote areas, TSA may take into account the capabilities and requirements of such Participants, including barriers to accessing accredited tyre collectors and/or tyre retailers (if any).

## Enterprise to enterprise agreements and other forms of contractual arrangements

Participants in the Scheme can be confident of meeting their commitments on an ongoing basis and maintaining their accreditation if they formalise their relationships with other Participants through enterprise-to-enterprise agreements or other contractual arrangements regarding the disposal of EOLT.

Such agreements and contracts play an important role in the implementation of the Scheme. They assist to ensure that EOLT are handled, collected, transported, stored and reused or recycled in accordance with the objectives of the Scheme. They also provide a means of addressing key barriers to the product stewardship of tyres by:

- Requiring the appropriate disposal of EOLT to accredited tyre recyclers, thereby helping to address the inappropriate disposal of tyres.
- Ensuring compliance with existing regulatory controls under relevant Commonwealth and State legislation and local by-laws.

## Participants with multiple roles

A3.2

Where an Applicant meets the definition for more than one category of Participant, the following requirements apply:

- An Applicant who meets the definition of 'tyre importers and vehicle manufacturers and importers' is required to submit an application to be a Participant in that category. This requirement applies to businesses and organisations whose business activities include, but are not limited to, the import of tyres into Australia, the manufacture of vehicles in Australia or the import of vehicles into Australia.
- An Applicant who satisfies the definitions of both 'tyre recycler' and 'collector' is required to seeking accreditation for both these Participant categories.
- Local governments are encouraged to seek accreditation under the 'local government' category as operators of vehicles, and to take responsibility for the environmentally sound use of the EOLT generated through their own operations.
- Local governments are also acknowledged to be legal landfill managers and often act as custodians of illegally dumped EOLT. Australian and state and territory government agencies are encouraged to seek accreditation as 'Fleet operators' if they own or operate vehicle fleets, and to take responsibility for the environmentally sound use of the EOLT they generate.

## Administration of the Scheme

A4

### Governance - TSA

A4.1

TSA has been established to administer the Scheme.

As set out in section 1.2 of the Guidelines, the principal corporate object of TSA is to:

- Implement the Scheme.
- Administer the accreditation of Participants in the Scheme.
- Monitor, audit and report on the development of the Scheme.
- Undertake education, awareness and information activities to promote the Scheme and the value of EOLT utilisation.
- Support market development and research in the field of EOLT utilisation for the benefit of industry.



**TSA is a public company limited by guarantee. The Constitution of TSA requires the Board to consist of:**

- A minimum of 4 and up to 5 representatives of member organisations involved in the importation of tyres into Australia as elected by the Members.
- A minimum of 1 and up to 2 representatives from the tyre recycling industry with suitable knowledge and experiences as elected by the Members.
- A minimum of 1 and up to 2 representatives from the tyre retail industry with suitable knowledge and experience as elected by the Members.
- At least 2 and up to 3 Independent Directors as mutually agreed by a majority of the Directors. The Chairperson of the Board is required to be one of the Independent Directors.

TSA may from time to time establish advisory committees to provide specialist or expert advice to the Board.

Full details of governance arrangements are set out in TSA's Constitution and the governance policies published on the TSA website.

## Strategy for handling EOLT

A4.2

**TSA is also responsible for developing and implementing the strategy to facilitate the widest possible adoption of the Scheme. TSA will consult with stakeholders on the development of this strategy.**

**As key elements of this strategy, TSA:**

- Tailors its activities and investment strategies to ensure increased recycling and resource recovery on a local, regional and national basis, in recognition of the unique geographical and regional challenges in Australia.
- Works with governments to remove impediments to the establishment of a sustainable domestic tyre recycling industry and markets for TDP. This includes advocating for complementary measures by government to support the Scheme, such as developing sustainable government procurement policies for TDP.

## Funding

A4.3

**TSA is funded by a levy imposed on tyre importers, vehicle manufacturers, and miners (voluntarily becoming Participants of the Scheme) at a rate proportional to the number of tyres sold into Australia, as set out in Part C and Part I of these Guidelines.**

**TSA applies funds raised in this manner to:**

- Organisational management costs.
- Implementation of its strategy for handling EOLT.
- Administration of the Scheme, including costs associated with accreditation and audit of Participants and reporting.
- Promotion of the Scheme.
- Market development and research projects as outlined in section A4.4.

TSA publishes an annual report on its website detailing the application of levied funds.

## Market development and research funding

## A4.4

**On an annual basis, TSA allocates a portion of its levied funds to support initiatives and projects which:**

- Increase the consumption of Australian TDP from locally generated EOLT;
- Contribute to market development activities that are consistent with the goal of increased and enhanced utilisation of EOLT; and
- Support growth in skills, expertise and capacity in the Australian EOLT and associated end user markets.

(Collectively, **Funding Priorities**).

**To be eligible to make an application for funding, an entity must:**

- Be an organisation, institution, authority or registered Australian business, that has the capability and capacity to undertake the project proposed in the application; and
- Have ownership of, access to or the beneficial use of any background intellectual property necessary to carry out the project.

The process for making an application for funding is outlined on the TSA website.

All applications for funding are accepted and assessed by the Research Advisory Committee in accordance with objective criteria published on the TSA website.

**This criteria will be determined by TSA from time to time in accordance with the commercial realities of EOLT disposal in an ever-adapting market. However, at all times, the criteria will be defined by reference to:**

- The objectives of the Scheme as outlined in section A2.1.
- The Funding Priorities set out above.
- Ensuring an open, transparent and competitive process.

Grants of funding are ultimately determined by the TSA Board on the recommendation of the Research Advisory Committee.

**Research Advisory Committee:**

TSA convenes a Research Advisory Committee to provide advice and recommendations to the Board in relation to priority areas for research and assessments of proposals and applications for funding.

At least one TSA Board member will be represented on the Research Advisory Committee. The Board will determine the constitution of the Research Advisory Committee, to ensure the committee has an appropriate skill base.

## Protection of confidentiality and privacy

## A4.5

**In compliance with relevant legislation, TSA has measures in place to:**

- Protect the privacy of Applicants and Participants in the Scheme.
- Maintain the confidentiality of information obtained through the processes of verification and audit.
- Protect the privacy of parties involved with the processes involved with administering the Tyre Stewardship Research Fund and to maintain the confidentiality of all information acquired through those processes.

## Process for amendment of Guidelines

A4.6

**This document may be amended from time to time by TSA.**

For a major amendment, where there are potential impacts on Participants, a consultation process is to be undertaken with relevant stakeholders to the Scheme in relation to the proposed amendment and comments sought. The eventual amendment is to be announced on the Scheme website.

For a minor amendment, where there are no or minor potential impacts on Participants or other Scheme stakeholders, an announcement of the amendment may be made by the Chief Executive Officer on the Scheme's website with the authority of TSA.

TSA's Board of Directors will determine whether an amendment is minor or major. The TSA may not amend the objectives of Scheme.

## Processes and compliance

A5

### Application and accreditation process

A5.1

**The application process for accreditation under the Scheme is outlined on the TSA website. Applicants are required to complete and submit an application form along with an 'Action Plan' which details how they will promote the Scheme and meet its general and specific commitments, including its arrangements for collection and recycling of EOLT.**

**If an Applicant fits into more than one Participant category, the Applicant must apply to all Participant categories that apply to that Applicant.**

Upon completing and submitting the application form (either online or hard copy signed) the Authorised Signatory for the Applicant makes an organisational commitment to the Scheme and to compliance with these Guidelines.

TSA assesses the application/s and may contact the Applicant or third parties to verify information supplied in the application form. TSA will notify an Applicant in writing as to whether their application for accreditation has been accepted or rejected.

**Applicants will be accredited on the basis of an assessment by TSA, to its satisfaction, as to whether:**

- The Applicant demonstrates a current capacity to meet their general and specific commitments under the Scheme
- or
- The Action Plan demonstrates that the Applicant will meet the general and specific commitments under the Scheme.

When an application is rejected, TSA may determine the timeline for the application to be re-submitted.

**Refer to TSA website [www.tyrestewardship.org.au](http://www.tyrestewardship.org.au) for application forms.**

#### Guidance:

**An Applicant can apply for accreditation in more than one category and, in some instances, will be required by TSA to apply for accreditation in more than one category. (See section A3.2.)**

It is acknowledged that, in local government areas, solid waste is often managed at a regional level. The Scheme allows for regional associations to apply on behalf of a number of local councils.

A full application, as described above, should be submitted for each category applied for.

## Enforcement and compliance

## A5.2

**Accredited Participants are expected to meet their general and specific obligations under the Scheme at all times. To ensure that this occurs, TSA:**

- Verifies information submitted by Applicants and conducts informal reviews of this information from time to time.
- Conducts audits of Participants' activities and processes.

Participants are required to inform TSA of any changes to their arrangements for the collection and recycling of EOLT at the earliest opportunity. A Participant must also notify TSA immediately if it can no longer meet its general and specific commitments under the Scheme and may be required to withdraw from the Scheme.

### Verification of information in applications

### A5.2.1

TSA will make all reasonable efforts to verify information supplied by Applicants and Participants on an ongoing basis.

TSA contacts Applicants to verify the information provided in the application. Thereafter, TSA continues to verify this information either informally, or through the formal audit process outlined in section A5.2.2.

### Audits

### A5.2.2

TSA will from time to time undertake random and risk-based audits of the activities of Participants to ensure compliance with the Scheme. Audits involve an assessment as to whether Participants are adhering to their general and specific commitments under the Scheme. A strong and well-resourced audit regime is essential in order to protect the credibility of the Scheme and the interests of Participants.

The audit handbook provides more detail on how assessment of compliance with Scheme commitments is applied consistently to all Participants. Participants are required to cooperate with audits undertaken by the TSA as one of the general commitments under the Scheme.

A Participant who fails to cooperate with an audit will be asked to explain why their accreditation should not be revoked. If TSA, acting reasonably, determines that the Participant's explanation is either insufficient or inappropriate, TSA may suspend and/or revoke the Participant's accreditation.

#### Participant cooperation

During an audit, TSA may request access to key personnel and supporting documents that it deems necessary to substantiate the information provided by a Participant. Participants must facilitate the audit requirements in an effective and efficient manner. Failure to meet any of the audit requirements by a Participant may result in action that may include suspension or revocation of a Participant's accreditation.

The Participant is required to make reasonable arrangements to accommodate TSA's audit team during audits.

#### Audit frequency

The frequency of audits will be at the discretion of TSA.

#### Confidentiality disclosure

TSA will treat all information and documents obtained during an audit as confidential. Disclosure of sensitive audit findings and observations will be restricted to audit personnel and TSA senior management and will not be shared with other Participants or the public.

## Enforcement - suspension and revocation of accreditation

## A5.3

**Where a Participant has breached the requirements of this document TSA, may:**

- Suspend a Participant's accreditation immediately by giving notice in writing,  
or
- Revoke a Participant's accreditation by giving 30 days' notice in writing.

Whilst a Participant's accreditation is suspended, TSA reserves the right to revoke the accreditation of a Participant if necessary.

Participants will first be provided with a reasonable opportunity to rectify the non-compliance. If the breach is not rectified within that period, TSA may elect to immediately suspend or revoke the Participant's accreditation.

Where a Participant's accreditation is suspended, the Participant does not need to re-apply again for accreditation. The Accreditation may be reinstated once TSA determines the compliance issue is resolved and TSA is satisfied there is evidence to support the reinstatement of the accreditation.

Where Participant accreditation is revoked, the business or organisation can re-apply for accreditation after 12 months have elapsed.

## Resignation of a participant

## A5.4

**A Participant may resign from the Scheme by giving 30 calendar days' notice in writing to TSA.**

A Participant may immediately resign from the Scheme upon changes to the Guidelines (whether minor or major), which it believes may have a detrimental impact on it, by giving notice in writing to TSA.

## Part B

# Requirements for branding of the Tyre Product Stewardship Scheme

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## Purpose of branding

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**B1**

**The purpose of branding for the Scheme is to:**

- Promote the Scheme within the supply chain and to consumers.
- Enable Participants to communicate their commitment to recycling, or support for the recycling of EOLT.

It is important that the brand is applied consistently and appropriately in order to build a strong, recognisable and credible image of the Scheme.

## Who can use the tyre Scheme's brand?

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**B2**

### Participants

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**B2.1**

**All Participants are required to promote the Scheme.**

The Guidelines for the Scheme give permission for Participants to use the Scheme's logo and specify the conditions that apply to that usage. TSA may make other specified communication tools available for Participants to use.

Electronic versions of the logo, the Guidelines and any other specified communication tools provided by TSA are available to Participants free of charge.

Participants can use the Scheme logo and any other specified communication tools without further approval from TSA. The logo is provided to Participants on joining the Scheme.

#### **Cessation of Participant status**

If a business or organisation ceases to be a Participant, for whatever reason, or the Participant's accreditation is suspended, then that business or organisation is required to stop using the logo and any other of the specified communication tools immediately. This will require removing the logo wherever it has been applied, e.g. on stationery and on vehicles and equipment. The business or organisation must pay for removal of the logo.

TSA retains the right to revoke permission to use the logo if the logo is not used in accordance with the Guidelines or with other conditions set by TSA.

## How to use the logo

B3

Participants can use the TSA Accredited logo on their website, social media and printed material such as invoices, brochures and stationery, to promote their participation in the national Tyre Product Stewardship Scheme.

Use of the Scheme's logo must comply with the appropriate uses and context set out in the Accreditation Logo Quick Guide on our website [www.tyrestewardship.org.au](http://www.tyrestewardship.org.au).

- Alternatively, please email [communications@tyrestewardship.org.au](mailto:communications@tyrestewardship.org.au) or call (03) 9977 7820 for a copy.

## Appropriate uses

B3.1

### Stationery and publications

A Participant can incorporate the Scheme logo into a range of printed material including stationery, compliments slips, accounts, invoices, publications, promotional matter, electronic presentations such as PowerPoint, posters, banners, multimedia and websites.

### Logo sticker

**As appropriate to the business or organisation, stickers of the logo alone can be used on:**

- New tyres or promotional material or packaging associated with new tyres.
- Containers dedicated to the collection and/or transport of EOLT.
- Internal signage e.g. on walls.
- External signage e.g. on walls, equipment, vehicles and trailers.

### Other uses

Other uses are permitted provided they are appropriate, taking into account issues of context discussed at B3.2. If there is any doubt about what constitutes an appropriate use, advice should be sought from TSA.

## Context

B3.2

Participants are required to consider the context in which the Scheme logo is displayed and to ensure that the logo is always used in a manner that is consistent with the spirit and objective of the Scheme.

For example, the disposal of EOLT to landfill is not consistent with the Scheme's objectives and any association between the Scheme logo and the disposal of EOLT to landfill is to be avoided as it is contrary to the Scheme's objectives.

**Examples of contexts where a logo could be applied:**

- In association with new tyres.
- On a wall, beside a collection point dedicated to EOLT.
- On the side of a truck operated by a Participant.

**Examples of where a logo should not be applied are:**

- In association with types of tyres that are not included in the Scheme.
- On the side of a skip or a truck that is, or may be, used to collect general waste.
- On the side of vehicle that is, or may be, used to deliver EOLT to a landfill or to a skip used to collect general waste.

A Participant should seek advice from TSA if there is any doubt about the appropriateness of a context in which the logo is proposed to be used.

## Other considerations

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B4

### Permission to use tyre Scheme materials

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B4.1

**Participants have permission to:**

- Print and reproduce the Scheme logo and specified communication tools, including the Guidelines, in unaltered form.
- Use these materials for business activities they conduct as Participants and for purposes connected with their participation in the Scheme.

### Audit

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B4.2

Adherence to the requirements that apply to the use of the Scheme logo, and specified communication tools, will be examined as part of any audit of a Participant for the purposes of the Scheme.

### Costs

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B4.3

**Participants are required to bear all of the costs of:**

- Using the Scheme logo and other communication tools, including printing costs.
- Removing the Scheme logo.

### Text and references

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B4.4

**When describing the Scheme, the preferred text for use by Participants is:**

“Through the voluntary Tyre Product Stewardship Scheme, industry participants commit to increase the recycling and resource recovery of Australia’s end-of-life tyres and minimise environmental, health and safety impacts.”

**Standard text**

From time to time, TSA may prepare standard text on specific topics and distribute the text to Participants for their use. In such instances, the standard text is not to be modified without the permission of TSA.

**Quoting text**

The text provided by TSA in communication tools is not to be changed when used in Participants’ own publications. Attribution to the source should also be made under such circumstances, e.g. ‘Report on the recycling rate of Australia’s EOLT, 2011, prepared by Tyre Stewardship Australia’ or the URL and the date it was accessed.



## Part C

# Tyre Importers and Vehicle Manufacturers and Importers

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## Tyre importers and vehicle manufacturers and importers

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C1

### Definition

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C1.1

**Tyre importers and vehicle manufacturers and importers** means businesses or organisations that are engaged in tyre importing, vehicle importing or vehicle manufacturing and are first to supply a tyre to the domestic Australian market.

### Specific commitments

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C1.2

In addition to the general commitments, tyre importers and vehicle manufacturers and importers commit to:

- Contribute funding to support the administration and activities of TSA.
- Provide data to TSA on the types and numbers of tyres sold, as directed by TSA.
- Only import tyres that are compliant with the relevant Australian standards, whether the tyres are imported as loose replacements or fitted to new vehicles.
- Promote participation in the Scheme to businesses and other organisations to which they supply tyres, including through the development of an Action Plan.

### Guidance on meeting the commitments

#### Funding

The amount of funding to be contributed by a Participant in this category will depend on the number of EPUs sold by the Participant. Contributions will be based on a levy of a minimum of 25 cents per EPU sold into Australia (see Appendix 1 for EPU ratios), or an equivalent membership fee.

Participants in this category must retain and, on request, provide to TSA all records and statements necessary for TSA to verify their tyre sales.

#### Application form and process

An Applicant for participation in the Scheme is required to submit an application in the Category/ies nominated by the Applicant. The application form includes an Action Plan demonstrating how the Applicant intends to meet Scheme commitments. The application form for all participant categories can be found at <https://www.tyrestewardship.org.au/about-tsa/apply-for-accreditation/>

The application process is described in section 5.1 of Part A.

# Part D

## Tyre retailers

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### Tyre retailers

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D1

#### Definition

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D1.1

**Retailer** means a business or organisation that offers products for sale at retail through any means, including sales outlets, catalogues, or the Internet. For the purposes of the Scheme, tyre retailers are tyre retailers.

#### Specific commitments

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D1.2

In addition to the general commitments set out in Part A, tyre retailers commit to:

- a. Take responsibility for the environmentally sound use of EOLT left with tyre retailers when consumers purchase tyres.
- b. Deal only with tyre collectors and recyclers accredited by TSA when disposing of EOLT or where dealing with a non-accredited collector, ensure contractual arrangements specify that all EOLT are provided to an accredited tyre recycler for environmentally sound use.
- c. Regularly provide data (report) to TSA on the types and numbers of EOLT provided to tyre collectors and/or recycler and /or their alternative disposal route, as directed by TSA.
- d. Deal ethically and transparently with consumers, specifically in relation to the fees and charges associated with the environmentally sound use of EOLT.
- e. Undertake regular reviews of arrangements with tyre collectors and recyclers.

#### Guidance on meeting the commitments

##### Prioritisation of accredited importers and manufacturers

In meeting their General Commitments, accredited Tyre retailers are expected to prioritise the retail sale of tyres sourced from manufacturers and/or importers accredited under the Scheme, over those tyres sourced from non-accredited entities.

##### All EOLT to go to environmentally sound use

Before receiving accreditation from TSA, Tyre retailers need to demonstrate they have arrangements in place that ensure all EOLT that consumers leave with the Retailer will go to an environmentally sound use.

##### Claims about recycling EOLT

Tyre retailers who are Participants must be in a position to substantiate any claims they make about dealing with EOLT responsibly, i.e. disposing of them so that they go to an environmentally sound use.

Where a recycling fee is charged separately to consumers, advice that explains how the fee is used in relation to the costs associated with the environmentally sound use of the EOLT must be provided to consumers – for example, a poster at the point of sale.

*Continued next page*

## Guidance on meeting the commitments (continued)

Where the recycling fee is included in the tyre price to consumers, advice that the recycling fee has been included and that the fee is used in relation to the costs associated with the environmentally sound use of the EOLT must be provided to consumers – for example, a poster at the point of sale.

### Documentation

Tyre retailers must retain copies of all dockets/receipts from tyre collectors and recyclers for TSA auditing purposes, including where the **Standard Scheme Docket** is used (refer to Appendix 2 or the TSA website). Use of the **Standard Scheme Docket** does not replace any obligation to complete a waste tracking certificate when required by state and territory environment agencies.

### Application form and process

An Applicant for participation in the Scheme is required to submit an application in the Category/ies nominated by the Applicant. The application form includes an Action Plan demonstrating how the Applicant intends to meet Scheme commitments. The application form for all participant categories can be found at <https://www.tyrestewardship.org.au/about-tsa/apply-for-accreditation/>

The application process is described in section A5.1.

### Importers of tyres

Tyre retailers that import tyres are also required to apply for status in the category of Tyre importers and vehicle manufacturers and importers. (See Part C)

### Additional advice for tyre retailers contracting with non-accredited tyre collectors at the time of accreditation

Accredited Tyre retailers are responsible for ensuring EOLT are provided to an accredited tyre recycler for environmentally sound use. Where this is found not to occur the Retailer will be required to rectify the non-compliance. Tyre retailers will need to ensure they hold all the required documentation identified under 'Documentation' above. Their contractual arrangements with the non-accredited collector will need to provide for this documentation.

Tyre retailers may wish to use the **Standard Scheme Docket** to meet their documentation requirements. However, where existing documentation meets the data requirements, or can be easily modified to do so, this is acceptable. Electronic systems that meet the data requirements are also acceptable.

The **Standard Scheme Docket** is individually numbered and used for each consignment of EOLT that go from the retailer to the collector and to the recycler. It records the quantity of EOLT by type. It is designed to identify, and be signed by, the retailer, collector and the recycler.

**If tyre retailers choose to use the Standard Scheme Docket to meet their documentation requirements they should ensure their contractual arrangements with non-accredited tyre collectors specify that:**

- The **Standard Scheme Docket** is used and is signed by the collector and retailer with copies retained by each.
- The collector provides a copy of the signed **Standard Scheme Docket** to the recycler who then signs it; a copy of the signed docket is returned to the retailer (possibly through the collector).

TSA will review a Participant's option to contract with non-accredited tyre collectors after the first year of accreditation. As part of this review the TSA will consider the situation of Participants in areas where the availability of accredited tyre collectors is limited, which could be the case in some rural and remote areas.

# Part E

## Tyre collectors

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### Tyre collectors

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E1

#### Definition

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E1.1

**Tyre collectors** means an individual, business or organisation that collects and/or transports EOLT in any part of Australia for recycling, reuse or disposal. For the purposes of this document, a transporter is a tyre collector.

#### Specific commitments

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E1.2

In addition to the general commitments set out in Part A, tyre collectors commit to:

- Ensure all EOLT collected from retail and other outlets with a Recycling gate fee are passed to domestic Tyre recyclers accredited by TSA.
- Provide regular data (report) to TSA as directed by TSA.
- Deal ethically and transparently with tyre retailers and other outlets, specifically in relation to the fees and charges associated with disposal of EOLT.

#### Guidance on meeting the commitments

##### All EOLT to go to environmentally sound use

Before being accredited by TSA, tyre collectors need to demonstrate they have arrangements in place that ensure all EOLT they collect from Scheme Participants will go to an environmentally sound use.

##### Claims about recycling EOLT

Tyre collectors who are Participants in the Scheme must be in a position to explain any claims made to tyre retailers and other outlets about the destination of EOLT they collect.

##### Documentation

Tyre collectors must retain copies of all dockets/receipts from tyre retailers, fleet operators, local governments and tyre recyclers for TSA auditing purposes, including where the **Standard Scheme Docket** is used (refer to Appendix 2 or the TSA website).

Use of the **Standard Scheme Docket** does not replace any obligation to complete a waste tracking certificate when required by state and territory environment agencies.

##### Application form and process

Tyre collectors that are also Tyre recyclers are required to apply for status in both categories. For the purposes of participation in the Scheme, businesses that operate as both tyre collectors and recyclers will need to be clear about how they are to meet the two sets of commitments.

An Applicant for participation in the Scheme is required to submit an application in the Category/ies nominated by the Applicant. The application form includes an Action Plan demonstrating how the Applicant intends to meet Scheme commitments. The application form for all categories can be found at <https://www.tyrestewardship.org.au/about-tsa/apply-for-accreditation/>

The application process is described in section A5.1.

# Part F

## Tyre recyclers

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### Tyre recyclers

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F1

#### Definition

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F1.1

**Tyre recycler** means a business or organisation recovering rubber, steel, textile and/or other materials and processing it into a form whereby it can be used as an intermediate product in the manufacture of TDP, or to recover energy from EOLT.

#### Specific commitments

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F1.2

In addition to the general commitments set out in Part A, Tyre recyclers commit to:

- Guarantee that all EOLT received from Participants go to an environmentally sound use.
- Provide data to TSA on the number and fate of tyre EPU processed and sold or otherwise provided for an environmentally sound use, as directed by TSA.

#### Guidance on meeting the commitments

##### All EOLT to go to environmentally sound use

Before being accredited by TSA, Tyre recyclers need to demonstrate they have arrangements in place that ensure all EOLT they collect from Scheme Participants will go to an environmentally sound use. Tyre recyclers must also demonstrate their recycling activities are currently operational and they are already turning EOLT to environmentally sound use. Before Tyre recyclers are accredited TSA will make an assessment of their capacity to ensure the EOLT they have received or plan to receive go to environmentally sound use.

##### Documentation

Tyre recyclers must retain copies of all dockets/receipts from tyre collectors, tyre retailers, fleet operators, local governments and miners, including where the **Standard Scheme Docket** is used (refer to Appendix 2 or the TSA website).

Use of the **Standard Scheme Docket** does not replace any obligation to complete a waste tracking certificate when required by state and territory environment agencies.

Tyre recyclers must retain and, on request, provide to TSA all records and statements necessary for TSA to verify the amount of EOLT and TDP they receive. Tyre recyclers must also retain, and on request, provide to TSA all records and statements necessary for TSA to verify the fate of EOLT.

##### Application form and process

Tyre recyclers that are also Tyre collectors are required to apply for status in both categories. For the purposes of participation in the Scheme, businesses that operate as both tyre recyclers and collectors will need to be clear about how they are to meet the two sets of commitments.

An Applicant for participation in the Scheme is required to submit an application in the Category/ies nominated by the Applicant. The application form includes an Action Plan demonstrating how the Applicant intends to meet Scheme commitments. The application form for all categories can be found at <https://www.tyrestewardship.org.au/about-tsa/apply-for-accreditation/>

The application process is described in section A5.1.

# Part G

## Local government

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### Local government

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G1

#### Definition

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G1.1

**Local government** is a government entity with powers and geographical distribution established by a state or the Northern Territory. A 'Local government' can also be referred to as a local council, city, shire, town or municipality.

#### Guidance:

**In the Australian Capital Territory, the responsibilities usually handled by local government are administered by a department of the territory government. The relevant department can apply for Participant accreditation in the Local government category.**

It is acknowledged that in local government areas solid waste is often managed at a regional level. The Scheme allows for regional associations to apply on behalf of a number of local councils.

#### Specific commitments

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G1.2

**In addition to the general commitments set out in Part A, local governments commit to:**

- a. Take responsibility for the environmentally sound use of the EOLT they generate through their own operations.
- b. Deal only with tyre retailers accredited by TSA when purchasing or replacing new tyres for their own fleets.
- c. Ensure tyres being collected by hard rubbish collectors or being dropped off at transfer stations are being appropriately managed, and where possible are being recycled by a TSA accredited tyre collector or recycler.

or

- d. Where dealing with a non-accredited collector, ensure contractual arrangements specify that all EOLT are provided to an accredited tyre recycler for environmentally sound use.
- e. Undertake regular reviews of arrangements with tyre collectors and recyclers.

#### Guidance on meeting the commitments

##### All EOLT to go to environmentally sound use

Before being accredited by TSA, local governments need to demonstrate they have arrangements in place that ensure all EOLT collected by hard rubbish collectors or being dropped off at transfer stations will go to an environmentally sound use.

*Continued next page*

## Guidance on meeting the commitments (continued)

### Documentation

Local governments must retain copies of all dockets/receipts from tyre collectors and recyclers for TSA auditing purposes, including where the **Standard Scheme Docket** is used.

Use of the **Standard Scheme Docket** (refer to Appendix 2 or the TSA website) does not replace any obligation to complete a waste tracking certificate when required by state and territory environment agencies.

### Application form and process

Under the Scheme, the commitments that apply to local governments are similar to the commitments for fleet operators. However, local governments should apply under their own category.

An Applicant for participation in the Scheme is required to submit an application in the Category/ies nominated by the Applicant. The application form includes an Action Plan demonstrating how the Applicant intends to meet Scheme commitments. The application form for all categories can be found at <https://www.tyrestewardship.org.au/about-tsa/apply-for-accreditation/>

The application process is described in section A5.1.

### Additional advice for local governments contracting with non-accredited tyre collectors at the time of accreditation

Accredited local governments are responsible for ensuring EOLT are provided to an accredited tyre recycler for environmentally sound use. Where this is found not to occur the local government will be required to rectify the non-compliance. Local governments will need to ensure they hold all the required documentation identified under 'Documentation'. Their contractual arrangements with the non-accredited collector will need to provide for this documentation.

Local governments may wish to use the **Standard Scheme Docket** to meet their documentation requirements. However, where existing documentation meets the data requirements, or can be easily modified to do so, this is acceptable. Electronic systems that meet the data requirements are also acceptable.

The **Standard Scheme Docket** is referenced in Appendix 2 or the TSA website. The **Standard Scheme Docket** is individually numbered and used for each consignment of EOLT that go from the local government to the collector and to the recycler. It records the quantity of EOLT by type. It is designed to identify, and be signed by, the local government, the collector and the recycler.

If local governments choose to use the **Standard Scheme Docket** to meet their documentation requirements they should ensure their contractual arrangements with non-accredited tyre collectors specify that:

- The **Standard Scheme Docket** is used.
- The **Standard Scheme Docket** is signed by the collector and local government authority with copies retained by each.
- The collector provides a copy of the signed **Standard Scheme Docket** to the recycler who then signs it; a copy of the signed docket is returned to the local government authority (possibly through the collector).

TSA will review a Participant's option to contract with non-accredited tyre collectors after one year of accreditation. As part of this review TSA will consider the situation of participants in areas where the availability of accredited tyre collectors is limited, which could be the case in some rural and remote areas.

## Roles of local government with EOLT

G2

**Local governments are encouraged to join the Scheme as operators of vehicles and managers of landfill and waste and commit to take responsibility for the environmentally sound use of the EOLT they generate through their own operations.**

Local governments are also acknowledged as legal landfill managers and often act as custodians of illegally dumped and stockpiled EOLT (see below). It is recognised that governments are moving away from landfill as a solution for EOLT. This Scheme is designed to help local governments by developing a market for EOLT so they are diverted from landfill.

## Recognition of challenge of illegally dumped and stockpiled tyres

G3

**It is recognised that local governments, and in some circumstances state/territory governments, often assume responsibility for the clean-up of EOLT from stockpiles or illegal dumping in their jurisdictions. It is expected that, over time, investment by TSA in the domestic markets for TDP and research into other impediments to resource recovery and recycling will reduce the cost associated with appropriate handling of tyres that have been stockpiled or illegally dumped.**

It is also recognised that there are circumstances whereby local, state and territory governments assume responsibility for the clean-up of EOLT in areas where no collection services are available.

As a Participant in the Scheme, a local government is required to make its best endeavours over time to ensure that all EOLT for which they take, or are required to take responsibility, are disposed in of in a way that represents environmentally sound use.



# Part H

## Fleet operators

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### Fleet operators

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H1

#### Definition

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H1.1

**Fleet operator** is an entity that owns or operates a fleet of vehicles, including private and Australian and state and territory government fleet operators.

#### Specific commitments

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H1.2

In addition to the general commitments set out in Part A, fleet operators, including government, commit to:

- a. Take responsibility for the environmentally sound use of the EOLT they generate.
- b. Deal only with tyre retailers or importers accredited by TSA when purchasing or replacing new tyres for their fleets.

#### Guidance on meeting the commitments

##### Prioritisation of accredited importers and manufacturers

In meeting their General Commitments, accredited fleet operators are expected to prioritise the use of tyres sourced from manufacturers and/or importers accredited under the Scheme, over those tyres sourced from non-accredited entities.

##### All EOLT to go to environmentally sound use

Before being approved by TSA to join the Scheme, fleet operators need to demonstrate they have arrangements in place that ensure all EOLT generated by their fleets will go to an environmentally sound use.

##### Application form and process

An Applicant for participation in the Scheme is required to submit an application in the Category/ies nominated by the Applicant. The application form includes an Action Plan demonstrating how the Applicant intends to meet Scheme commitments. The application form for all participant categories can be found at <https://www.tyrestewardship.org.au/about-tsa/apply-for-accreditation/>

The application process is described in section A5.1.

##### Importers of tyres

Fleet operators who import tyres are also required to apply for status in the category of Tyre importers and vehicle manufacturers and importers. (See Part C)

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## Guidance on meeting the commitments (continued)

### Additional advice for fleet operators contracting with non-accredited tyre collectors at the time of accreditation

Accredited fleet operators are responsible for ensuring EOLT are provided to an accredited tyre recycler for environmentally sound use. Where this is found not to occur the fleet operator will be required to rectify the non-compliance. Fleet operators will need to ensure they hold all the required documentation identified under 'Documentation'. Their contractual arrangements with the non-accredited collector will need to provide for this documentation.

Fleet operators may wish to use the **Standard Scheme Docket** to meet their documentation requirements. However, where existing documentation meets the data requirements, or can be easily modified to do so, this is acceptable. Electronic systems that meet the data requirements are also acceptable.

The **Standard Scheme Docket** is referenced in Appendix 2 or the TSA website. The **Standard Scheme Docket** is individually numbered and used for each consignment of EOLT that go from the fleet operator to the collector and to the recycler. It records the quantity of EOLT by type. It is designed to identify, and be signed by, the fleet operator, the collector and the recycler.

If fleet operators choose to use the **Standard Scheme Docket** to meet their documentation requirements they should ensure their contractual arrangements with non-accredited tyre collectors specify that:

- The **Standard Scheme Docket** is used.
- The **Standard Scheme Docket** is signed by the collector and fleet operator with copies retained by each.
- The collector provides a copy of the signed **Standard Scheme Docket** to the recycler who then signs it; a copy of the signed docket is returned to the fleet operator (possibly through the collector).

TSA will review a Participant's option to contract with non-accredited tyre collectors after the first year of accreditation. As part of this review the TSA will consider the situation of Participants in areas where the availability of accredited tyre collectors and recyclers is limited, which could be the case in some rural and remote areas.

# Part I

## Miners

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### Miners

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I1

#### Definition

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I1.1

**Miners** mean businesses or organisations that are engaged in the exploration for, and extraction and primary processing of, minerals in Australia, including coal and petroleum. Primary processing is taken to include the processing of minerals up to the first pouring of refined metal but fabrication beyond that stage is excluded.

#### Specific commitments

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I1.2

In addition to the general commitments set out in Part A, miners commit to:

- a. Contribute funding to support the administration and activities of TSA, in particular funding to improve the logistics and technology required to recycle EOLT generated by miners
- b. Provide data, as directed by TSA, regarding the numbers of tyres being imported and reaching end-of-life
- c. Promote participation in the Scheme to businesses and other organisations, including those they engage to collect or recycle EOLT
- d. Make best endeavours over time to ensure that all EOLT for which they take, or are required to take responsibility, are dealt with in a way that represents environmentally sound use.

#### Guidance on meeting the commitments

##### Funding

The amount of funding to be contributed by a participant in this category will depend on the number of EPUs sold by the participant. Contributions will be based on a levy of a minimum of 25 cents per EPU sold into Australia (see Appendix 1 for EPU ratios for reporting by tyre importers, vehicle manufacturers and miners).

Participants in this category must retain and, on request, provide to TSA all records and statements necessary for TSA to verify tyres sold.

##### Application process

An Applicant for participation in the Scheme is required to submit an application in the Category/ies nominated by the Applicant. The application form includes an Action Plan demonstrating how the Applicant intends to meet Scheme commitments. The application form for all categories can be found at <https://www.tyrestewardship.org.au/about-tsa/apply-for-accreditation/>

The application process is described in section A5.1.

## Recognition of challenge of mining tyres in rural and remote locations

12

**It is recognised that mining operations in rural and remote areas where appropriate recycling facilities are not available, or transportation costs are prohibitive, often use landfill as there is no viable alternative available. It is lawful for miners to landfill their EOLT on site and according to legislation.**

There are geographic barriers to recycling OTR tyres in Australia and a need for specialised recycling equipment. Action is needed to stimulate markets for TDP.

It is expected that, over time, investment by TSA in markets for TDP and research into other specific impediments will reduce the costs associated with resource recovery and recycling of rural and remote mining tyres.

As participants in the Scheme, miners are required to make best endeavours over time to ensure that all EOLT for which they take, or are required to take responsibility, are disposed in of in a way that represents environmentally sound use.

## Safety and handling of mining tyres

13

**OTR tyres used by the minerals industry can weigh up to 3.8 tonnes. The handling of these very large tyres poses significant safety hazards. Management of these risks is a key mining industry concern. Due to the large nature of these tyres, specialist handling equipment and professionals are required.**

These aspects must be taken into account when considering ways to increase OTR tyre recycling and resource recovery.

# Appendix 1

## Equivalent passenger unit ratios

EPU is a standard passenger car tyre. The weight of an EPU for a new standard passenger car tyre is standardised as 9.5 kg; and the weight of an EPU for an end-of-life standard passenger car tyre is standardised as 8 kg.

The following EPU ratios reflect the potential recoverable resources from the various types of tyres. The first set is to be used by tyre importers, vehicle manufacturers and importers and miners for reporting data to TSA as part of their specific commitments. The second set is to be used by Tyre recyclers for reporting data to TSA as part of their specific commitments. Each set reflects the categorisations used by the respective industries.

Reporting can be in EPUs or by weight.

### EPUs for reporting by tyre importers, vehicle manufacturers and miners

| Type of tyre   | EPU ratio |
|--|-----------|
| Motorcycle   | 0.5       |
| Passenger Car  | 1         |
| Light Truck/SUV  | 2         |
| Truck small (17.5" & 19.5")  | 3         |
| Truck large (20" & 22.5")  | 5         |
| Small Specialty/Ag (skid steer, forklift 8"-15", front tractor & backhoe 15" to 18") | 3         |
| Medium Specialty/Ag (20" – 30")  | 5-8       |
| Large Specialty Ag (32" and above)   | 20-30     |
| Small Earthmover (24" – 25")   | 50        |
| Medium Earthmover (29" – 35")  | 100       |
| Large Earthmover (above 35")   | 200       |

### EPUs for reporting by Tyre recyclers

| Type of tyre                     | EPU ratio |
|----------------------------------|-----------|
| Motorcycle                       | 0.5       |
| Passenger                        | 1         |
| Light Truck                      | 2         |
| Super Single                     | 5         |
| Truck                            | 10        |
| Solid small (up to 0.3m high)    | 3         |
| Solid medium (>0.3m up to 0.45m) | 5         |
| Solid large (>0.45 m up to 0.6m) | 7         |
| Solid extra large ( > 0.6m)      | 9         |
| Tractor small (up to 1m high)    | 15        |

| Type of tyre                            | EPU ratio |
|---|-----------|
| Tractor large (>1m up to 2m)            | 25        |
| Fork lift small (up to 0.3m high)       | 2         |
| Fork lift medium (>0.3m up to 0.45m)    | 4         |
| Fork lift large (>0.45m up to 0.6m)     | 6         |
| Grader                                  | 15        |
| Earth mover small (up to 1m high)       | 20        |
| Earth mover medium (>1m up to 1.5m)     | 50        |
| Earth mover large (>1.5 up to 2m)       | 100       |
| Earthmover extra large (>2m up to 3.0m) | 200       |
| Earthmover giant (>3 up to 4m)          | 400       |
| Bobcat                                  | 2         |

# Appendix 2

## Standard Scheme Docket

### Tyre retailer / Fleet operator / Local government

|              |                      |
|--------------|----------------------|
| Company Name | TSA Registration No. |
| Address      | Phone No.            |
| Name         |                      |
| Signature    | Date                 |

### Tyre collector

|              |                      |
|--------------|----------------------|
| Company Name | TSA Registration No. |
| Address      | Phone No.            |
| Name         |                      |
| Signature    | Date                 |

### Tyre recycler

|              |                      |
|--------------|----------------------|
| Company Name | TSA Registration No. |
| Address      | Phone No.            |
| Name         |                      |
| Signature    | Date                 |

| Type of tyre                            | Quantity |
|---|----------|
| Motorcycle                              |          |
| Passenger                               |          |
| Light Truck                             |          |
| Super Single                            |          |
| Truck                                   |          |
| Solid small (up to 0.3m high)           |          |
| Solid medium (>0.3m up to 0.45m)        |          |
| Solid large (>0.45 m up to 0.6m)        |          |
| Solid extra large ( > 0.6m)             |          |
| Tractor small (up to 1m high)           |          |
| Tractor large (>1m up to 2m)            |          |
| Fork lift small (up to 0.3m high)       |          |
| Fork lift medium (>0.3m up to 0.45m)    |          |
| Fork lift large (>0.45m up to 0.6m)     |          |
| Grader                                  |          |
| Earth mover small (up to 1m high)       |          |
| Earth mover medium (>1m up to 1.5m)     |          |
| Earth mover large (>1.5 up to 2m)       |          |
| Earthmover extra large (>2m up to 3.0m) |          |
| Earthmover giant (>3 up to 4m)          |          |
| Bobcat                                  |          |
| <b>TOTAL</b>                            |          |

