2025
2026

Annual Report















Australian Government Accredited Product Stewardship Scheme

TyreStewardship AUSTRALIA

We are Australia's Tyre Product Steward







Tyred and Wasted
The Hidden Cost of Illegal Tyre Dumping

PAGE
10

From Proven Concept to Everyday Practice
Accelerating the Adoption of Crumb Rubber in Roads

PAGE
18



Parliamentary Tyre Inquiry
Strengthening Stewardship Through Review & Reform

PAGE
24



Round Trip 2025:
Tyre & Conveyor Belt Recycling Summit

PAGE
30





Contents

2 About TSA
3 About the Scheme
4 Our Five Strategic Pillars
6 Message from the Chair
8 Message from the CEO
10 Highlight: Tyre Dumping
12 Pillar 1: Build Markets
18 Highlight: Crumb Rubber in Roads
20 Pillar 2: Advocate for Better
24 Highlight: Tyre Inquiry
26 Pillar 3: Informed Decision Making
30 Highlight: Round Trip Summit
34 Pillar 4: Influence Behaviour
40 Pillar 5: Business Excellence
43 Participants & Contributing Brands
46 Key Performance Indicators
52 Directors' Report
56 Financial Report

About us
Tyre Stewardship Australia

Tyre Stewardship Australia (TSA) is the not-for-profit organisation that delivers Australia's Tyre Product Stewardship Scheme (the Scheme).

Accredited by the Australian Government and authorised by the ACCC, we work with industry and stakeholders across the tyre value chain to support better environmental, economic and social outcomes for end-of-life tyres across Australia.

Our Mission

To maximise the circular value of the resources in used tyres.

Our Vision

A circular economy for Australia's used tyres which contributes to a sustainable society.



About the
Tyre Product Stewardship Scheme

Established in 2014, the Scheme is funded voluntarily by several tyre and automotive manufacturers and importers, who contribute a levy on the tyres they sell in Australia.

Through industry collaboration and investment in research and market development, the Scheme works to increase resource recovery and recycling, minimise the environmental, health and safety impacts of end-of-life tyres, and grow Australia's tyre recycling industry and markets for tyre-derived products.

Today, the Scheme brings together 16 levy-paying contributors and more than 1,700 accredited participants across the tyre value chain, including tyre retailers, collectors, recyclers, fleet operators and local councils.

Learn more about the Scheme



Our Five Strategic Pillars

This annual report reflects TSA's latest Strategy, built around five key pillars that guide our work and priorities. Together, these pillars define our role and focus our efforts on achieving our mission.

1 Build Markets

Focus

Be a catalyst for innovation, commercialisation and growth of higher value solutions, and maximise the use of locally sourced tyre-derived material.

Objectives

- Reduce reliance on imported tyre-derived materials.
- Increase domestic uptake of tyre-derived materials to support higher-value recovery and reduce export dependency.
- Improve the availability and quality of tyre-derived materials for local remanufacturing.
- Support innovation, commercialisation and market growth through targeted investment and collaboration.

2 Advocate for Better

Advocate for higher order outcomes for used tyres for the benefit of Australia.

- Advance an advocacy program that drives higher-order outcomes for end-of-life tyres in Australia.

3 Informed Decision Making

Facilitate the creation and delivery of trusted information to support decision-making that drives the circular economy for used tyres.

- Build and maintain trusted, evidence-based insights.
- Strengthen a trusted network for circular tyre management through accreditation.
- Enable informed decision-making across industry and government.

4 Influence Behaviour

Reach, engage and support stakeholders about their role and responsibility in maximising the circular value of the resources in used tyres.

- Strengthen stakeholder engagement across the tyre lifecycle.
- Promote tyre reuse and responsible tyre management through targeted consumer engagement.
- Increase participation by tyre importers in the national Scheme.
- Collaborate with recyclers to promote tyre recycling and circular economy outcomes.

5 Business Excellence

Drive for excellence in our operations and governance.

- Maintain compliance with ISO 27001 and information security standards.
- Uphold strong financial governance, audit oversight and Board reporting practices.

Message from the Chair
David Fraser

It is a privilege to present my first report as Chair of Tyre Stewardship Australia. I step into this role with gratitude to my predecessor, David Spear, whose nine years of service have left the organisation in strong shape, governed with discipline, and trusted across the industry as a genuine steward of circular outcomes for all tyres.

The Board, the executive team and staff did not miss a beat through the transition, and engagement with industry has continued without interruption. That continuity is a credit to everyone involved, and it has allowed me to spend my first months doing what a new Chair should: getting out, meeting stakeholders, and deepening my understanding of the sector and its stakeholders.

I want to acknowledge the contribution of **Rogerio Cortes**, who departed the Board during the year following his retirement from Michelin. Rogerio's tenure was relatively short but materially important; his perspective on the off-the-road (OTR) segment helped shape some of our most significant conversations.

I am pleased to welcome **Oliver Biggart**, Managing Director of Michelin Oceania, who joined the Board in March 2026. Oliver brings deep international commercial experience and a customer-led leadership philosophy that will serve TSA well as we navigate the next phase of the Scheme.

That next phase has, in many ways, already begun. The House of Representatives Inquiry into Australia's circular economy for tyres has been a defining feature of the year. I welcome the Inquiry and thank the Inquiry Chair and Committee members for the opportunity they have given industry — tyre contributors, recyclers and collectors, retailers, local government, mining, and innovators — to be heard. TSA's submission was a considered piece of work, drawing together research, data and risk-based evidence to put forward a constructive position. Views across the industry differ on the details, as they should, but the consensus on the need for change came through clearly. We look forward to the Committee's report and to working constructively on reforms that lifts Australia's performance on tyre circularity and stewardship.

The independent review by **Marsden Jacob Associates** of the Tyre Product Stewardship Scheme, administered by TSA, was another milestone. The review found that TSA is administering the Scheme well and that the Scheme is performing well within the limits of a voluntary model. Equally importantly, it observed that a step change in tyre recycling outcomes is unlikely to be achieved under a voluntary arrangement alone. The Board welcomes those findings: they reinforce the strategic direction we have set and give credit to the immense work of the TSA team in delivering value, impact and outcomes for industry. The recommendations — particularly around a clearer research strategy, stronger recycler engagement, and more effective consultative structures — are being actioned. The establishment of Industry Advisory Committees during the year is a direct response, and an important one.

TSA Annual Report 2025 2026

TSA enters the year ahead with a clear mandate to work with industry and government to build stronger markets, lift stewardship outcomes, and accelerate Australia's transition to a more circular tyre economy.

Bridging market development and research has been a recurring theme of the Board's discussions. Our Round Trip 2025 Summit, held over two days with more than 230 registered attendees, demonstrated what genuine industry convening can look like; close to all respondents said the event met or exceeded their expectations.

The release of significant reports on the Australian retread market and the tyre supply chain during the year added further weight to the evidence base, and the documentary highlighting illegal dumping has helped surface the real cost of inaction.

The Board has also had to navigate external shocks, and we recognise the turbulent times ahead. Geopolitical instability, including the conflict in the Middle East, has highlighted vulnerabilities across global supply chains — from the supply of tyres through to the export of tyre-derived material — with impacts felt at every stage. The real cost is yet to be fully realised. In response, the organisation is putting measured controls in place to ensure we can respond to these changes quickly as they unfold.

Looking ahead, our current ACCC authorisation expires in September 2027. During the year we worked through a consultation process with industry on the Scheme Guidelines, and we will be submitting these to the ACCC for TSA's reauthorisation by the end of this calendar year. It is a critical milestone, and one we approach with confidence in the work being done and clear-eyed about what still needs to change.

I thank my fellow Directors for their dedication, and extend my appreciation to our Board Committees — the Market Acceleration Committee, the Finance, Risk, Audit and Governance Committee, and the People, Culture and Remuneration Committee — and their respective Chairs, Dr Lorraine Stephenson, Dean Laurence and Lou Mandanici, for their diligence and leadership throughout the year. I also thank our CEO, Lina Goodman, and the TSA team for their commitment, and industry for your continued engagement. TSA enters the year ahead with a clear mandate: to work with industry, government and the community to build stronger markets, lift stewardship outcomes, and accelerate the transition to a more circular tyre economy.

David Fraser
Chair



Message from the CEO
Lina Goodman

Reporting against our refreshed five-pillar strategy for the first time gives me a clear lens through which to reflect on a year of real momentum for Tyre Stewardship Australia.

It was also a year of leadership transition. After seven years working alongside David Spear, I want to thank him for his loyal support towards the work of tyre stewardship. The transition to working with our new Chair, David Fraser, has progressed without interruption, ensuring the team and I can carry on in an ordered and coherent manner. That continuity matters, because this past year has asked a great deal of us.

A considerable focus was placed on TSA's submission to the House of Representatives Inquiry into the Australian Tyre Industry. The submission was an opportunity to bring together the research, data and evidence gathered over the past decade into a single, considered position for the Committee. What struck me most was how strongly it was echoed across industry; the consensus on the need for change was unmistakable.

Local government has voiced its frustration at the growing burden of cleaning up dumped tyres; entrepreneurs and manufacturers spoke to the opportunity in advanced manufacturing and circularity; and across the board there is a shared recognition that the voluntary arrangement has plateaued.

With around 537,000 tonnes of end-of-life tyres generated each year, only 17% are value-added onshore, and the companies behind 47% of replacement tyre imports still operate outside the Scheme as "free-riders", the case for a well-designed mandatory scheme — built with industry, for Australian conditions — has never been clearer.

That direction was independently affirmed. The **Marsden Jacob Associates** review of the Tyre Product Stewardship Scheme found that TSA is administering the Scheme well and performing strongly within the limits of a voluntary model, while confirming that a genuine step change in outcomes is unlikely without a move to a co-regulatory or mandatory footing.

For me, the review was a welcome acknowledgment of something less easily measured: the genuine, sustained engagement our team has built right across the value chain — with tyre contributors, recyclers and collectors, retailers and the mining sector. Whether through the off-the-road tyre hubs in Western Australia and on the East Coast, our webinar series with recyclers and collectors, or our work with government agencies to lift procurement of recycled content, the review was the tick that told us we are on the right track.

Its recommendations — sharper research priorities, closer recycler engagement and stronger consultative structures — are already being actioned, and we welcome every signal that helps make TSA better.

TSA Annual Report 2025 2026

> … the voluntary framework has reached its operational limit, and a nationally consistent mandatory scheme is the best path to better outcomes across the supply chain.

Evidence remained at the heart of our advocacy, and we released two significant pieces of work during the year. Our ***Tyre Retreading in Australia – Market Analysis*** report laid bare the decline of a century-old Australian re-manufacturing industry — its share of the heavy commercial market halved from around 20% to 10% in under a decade, and facilities down from 61 to 22 — while pointing to the opportunity to create an estimated 850 additional jobs and avoid some 44,500 tonnes of CO_2-equivalent emissions a year if the right settings are put in place. Our ***Tyre Supply Chain Analysis: Opportunities to Grow Australia's Circular Economy for Tyres*** reinforced what industry has long told us: the voluntary framework has reached its operational limit, and a nationally consistent mandatory scheme is the best path to better outcomes across the supply chain.

We also turned the spotlight on a problem too often kept in the shadows. Our documentary, ***Tyred and Wasted: Australia's Illegal Tyre Dumping Crisis***, exposed how rogue operators charge to collect tyres and then dump them — in national parks, under bridges and on roadsides — leaving councils and ratepayers to fund a clean-up conservatively estimated at $6.5 million in a single year. Legitimate collectors and recyclers are losing up to 40% of their business to transform these dumped tyres into new value-added products, at its core, an argument for the level playing field that only regulation can deliver.

The year did not pass without external shock. The conflict in the Middle East has rippled through the entire tyre supply chain, compounded by sharp rises in fuel costs, war-risk shipping surcharges and disrupted sailings. Through it all, I want to acknowledge the commitment of our accredited recyclers and collectors, who have worked to maintain services through a difficult period — a commitment that helps avoid the unintended consequence of dumping.

Looking to the year ahead, our focus stays squarely on our strategy: advocating for the right regulatory settings; building genuine domestic markets for tyre-derived material; working alongside stakeholders to stamp out poor behaviour; and continuing to make decisions grounded in evidence. With our ACCC reauthorisation on the horizon, it is work that matters more than ever.

Finally, I thank the TSA team for their energy and expertise, our Chair and Board for their guidance, and our contributors, participants and partners across industry for travelling this road with us.

Lina Goodman
Chief Executive Officer



2025
2026
HIGHLIGHT

Uncovering the Hidden Cost of Illegal Tyre Dumping

Local councils sit at the coal face of Australia's end-of-life tyre challenge — dealing with one of its most visible problems, illegal dumping, while also offering one of its highest-volume solutions by using crumb rubber in roads.

Australia recovers around 87 per cent of passenger, truck and bus tyres, but the small share that is dumped — more than 700,000 passenger tyres a year — has an outsize financial, environmental and health impact on communities.

The heart of the problem? Rogue operators.

Criminals posing as legitimate collectors who charge tyre retailers a disposal fee, pocket the cash, then dump the tyres in national parks, under bridges, in creek beds and on roadsides. Legitimate recyclers report losing up to 40 per cent of their business to these operators. The result is a double hit for everyday Australians, who pay once to dispose of their tyres responsibly and again through council rates when dumped tyres are cleaned up.

Local councils carry the heaviest load.

An estimated **$6.5 million** was spent nationally in 2022–23 retrieving around **300,000 dumped tyres** at roughly $22 each, nearly triple the $7.60 it costs to dispose of a tyre legally. The burden falls hardest on outer-suburban, regional and remote councils, where dumping is least likely to be detected and clean-up costs are greatest.

At **Isla Gorge National Park in Queensland**, removing 200 tyres dumped in a ravine cost more than $100,000 in crane hire alone — and forced authorities to postpone planned hazard-reduction burns, raising bushfire risk for surrounding communities.

Dumped tyres are more than an eyesore: they breed disease-carrying mosquitoes, leach chemicals into groundwater, and burn hotter and longer than ordinary fires.

Documentary Reveals Ratepayers Paying Twice.

The centrepiece of the year's campaign was a short documentary, ***Tyred and Wasted: Australia's Tyre Dumping Crisis***, which brought this council-level data to life through compelling visual storytelling. Featuring **TSA CEO Lina Goodman** alongside the **VACC**, **Snap Send Solve** and a frontline tyre collector, the film traced how rogue operators leave councils and ratepayers to pay twice.

Distributed to government, media and industry, it amplified TSA's core message: after 11 years, a voluntary scheme can only take us so far, and only a mandatory national product stewardship scheme will end the cost-shift onto councils.

The campaign generated sustained national media coverage — a **Waste Management Review** cover story, a number of live drive time **ABC** interviews plus **A Current Affair** and **Herald Sun** features — keeping pressure on the federal government as the parliamentary inquiry progressed.



Watch 'Tyred and Wasted: Australia's Tyre Dumping Crisis' Documentary

Build Markets

Be a catalyst for innovation, commercialisation and growth of higher value solutions, and maximise the use of locally sourced tyre-derived material.

TSA's Market Development Fund supports innovative projects that strengthen markets for tyre-derived products and advance Australia's circular economy.

Market Development Funding Categories

Roads
$6.7M committed to 39 projects.

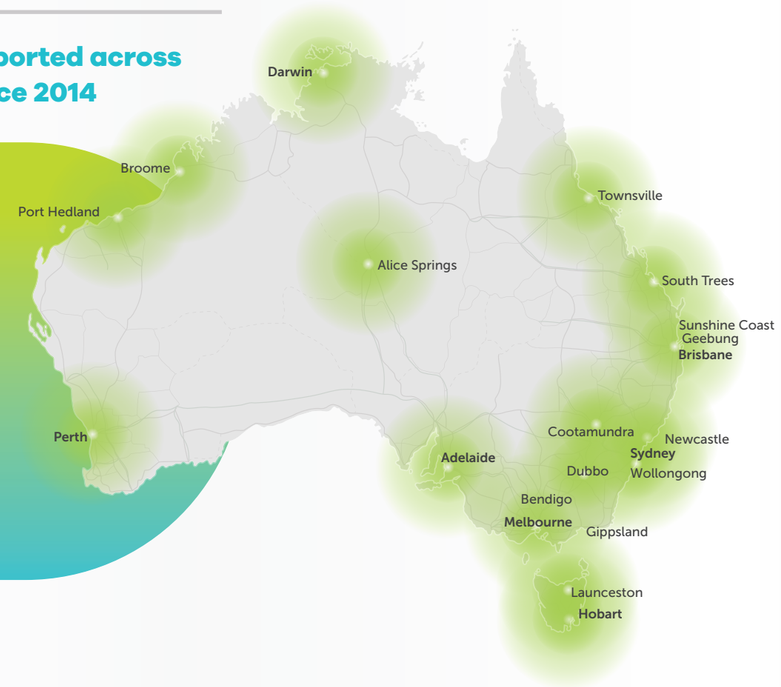
Research
$1.3M committed to 11 projects.

Civil
$2.3M committed to 15 projects.

Mining & Manufacturing
$1.6M committed to 12 projects.

Rail
$0.6M committed to 5 projects.

82 **projects supported across Australia since 2014**



$42M
total combined investment
through co-investment from industry partners.

$12.5M direct investments by TSA.

$25M direct investments by industry partners.

$4.5M in-kind contributions by industry partners.

The report also demonstrates how TSA is using robust evidence to make the case for protecting and growing onshore tyre-derived value.

Retread Tyre Sector in Australia: Comprehensive Market Analysis

A cornerstone of TSA's market-building work this year was the release of ***Retread Tyre Sector in Australia: Comprehensive Market Analysis***, the first detailed examination of an industry that has contributed to Australia's circular economy for roughly 100 years.

The report sounded a clear warning: retreads' share of the heavy commercial replacement tyre market has halved, falling from around 20% in 2017 to just 10% in 2025, while the number of retread facilities has dropped from 61 in 2003 to only 22 today. This decline has been driven by a surge in lower-quality, lower-cost, single-use imported tyres undercutting locally re-manufactured product.

The analysis confirmed the sector's untapped potential. Australia's remaining facilities can retread between 55–80% of the estimated three million heavy commercial tyres sold annually yet operate at only 31–56% of single-shift capacity.

Supporting the industry to reach full capacity could grow direct employment from around 125 to approximately 1,000 jobs. The retread sector already reduces waste by some 16,000 tonnes and cuts emissions by around 44,500 tonnes of CO_2-equivalent each year — comparable to removing 10,000 cars from the road.



The report set out a clear roadmap, recommending a mandatory product stewardship scheme to incentivise locally re-manufactured retreads, government action against trade dumping, recognition of retreading in national waste reporting, and stronger enforcement of Australian Design Rules.

The report also demonstrates how TSA is using robust evidence to make the case for protecting and growing onshore tyre-derived value.

Download the report
Retread Tyre Sector in Australia

Project and Funding Updates



Downer Transport & Infrastructure

Mobile Field Blending Plant in the Northern Territory

TSA Funding: $300,000

The Downer Mobile Field Blending project in the Northern Territory (NT) was a targeted market development initiative designed to accelerate the adoption of tyre-derived crumb rubber in road construction across the NT.

Historically, the use of crumb rubber in sprayed seals within the NT has been negligible, largely due to logistical constraints, limited local processing capability, and lack of confidence in performance under extreme environmental conditions.

To address these barriers, TSA provided funding to support Downer in deploying a **mobile field blending plant** (homogeniser tanker). This infrastructure enables in-field production of high-specification crumb rubber-modified binders, manufactured on demand and "just in time," eliminating the need to transport blended materials long distances.

In May 2026, the mobile unit was successfully commissioned and is now available for applications across the NT, supporting broader industry uptake.

Overall, the Downer project represents a critical step in establishing a sustainable, locally viable market for tyre-derived materials in regional Australia. By solving supply chain challenges and supporting evidence-based adoption, the project underpins long-term demand for recycled tyre products while delivering more durable and environmentally sustainable road infrastructure.

CSIRO

Graphite from Recycled Tyres

TSA Funding: $270,000

The **Green Graphite Production from Recycled Tyres projec**t is a research and development initiative aimed at transforming end-of-life tyres into high-value graphite for energy storage applications. Led by **CSIRO**, Australia's national science agency, with support from TSA and international partner **KENTECH**, the project explores whether tyre-derived crumb rubber can serve as a viable alternative carbon feedstock for producing battery grade graphite.

The project builds on CSIRO's patented chemical vapour deposition process, originally developed to convert seed oils into graphene and graphite materials. The research seeks to adapt this process to handle tyre-derived hydrocarbons, assessing whether it can achieve comparable quality and performance while maintaining cost-effectiveness.

A key objective is to address two global challenges: the growing volume of waste tyres and the rapidly increasing demand for graphite, particularly for lithium-ion batteries.

If successful, this innovation could create a new circular economy pathway by transforming end-of-life tyres into high-value energy materials while reducing reliance on petroleum-based graphite production.

IXOM

CRMB Blending Plant in Townsville

TSA Funding: $300,000

The project for infrastructure investment aimed at expanding the supply and uptake of crumb rubber modified binders in road construction across North Queensland.

The project involves the establishment of a purpose built CRMB manufacturing facility in Townsville to address a critical market gap in Far North Queensland, where demand for high-performance, durable road surfacing materials is increasing.

Recent updates to Queensland Department of Transport and Main Roads (TMR) specifications now allow CRMB to be used as an alternative to polymer modified binders, creating immediate market demand that is currently constrained by limited local blending capacity.

The IXOM project directly addresses logistical and supply chain risks by enabling local production, improving supply reliability, and making it more viable for contractors and road authorities to adopt crumb rubber binders.

The Townsville facility will install advanced blending and milling equipment, including high shear processing technology, to produce consistent, specification compliant CRMB suitable for both sprayed sealing and asphalt applications. This capability will enable the use of a broader range of crumb rubber feedstock, including material from end-of-life tyres and off-the-road tyres, supporting circular economy outcomes.

Once operational, IXOM estimates the plant could supply up to 10,000 tonnes of CRMB annually by 2028, equating to approximately 1,500 tonnes of crumb rubber consumption per year in North Queensland.



Porous Lane

Accelerating Growth Through Manufacturing Innovation and Market Expansion

TSA Funding: $240,000

TSA has committed $240,000 to support the establishment of advanced manufacturing capabilities that will enable Porous Lane to transition from pilot-scale operations to a more efficient, semi-automated production model. **Porous Lane**, a spin-off from the **University of Melbourne** and a TSA co-funded research project, has developed a permeable pavement solution using granulated end-of-life tyres. While the product has been validated through trials and council projects, growth has been constrained by installation time, cost, and operational limitations, including the inability to install in wet conditions.

The project will address production and market barriers through a mechanised bagging system and paver manufacturing line, improving product consistency, reducing installation costs, and making tyre-derived products more accessible to a broader market.

By enabling Porous Lane to supply both bespoke and standardised products, the project supports expansion into new markets while increasing demand for tyre-derived materials. It represents a significant step in scaling a proven circular economy solution and supporting national growth.



Complete Tyre Solutions

Resin Bound Rubber Flooring/ Resurfacing

TSA Funding: $55,000

The project focuses on developing high value applications for tyre-derived materials in flooring and surface systems. It explores the use of crumb rubber combined with resin binders to produce durable, seamless, and permeable surfaces suitable for commercial, civil, and community infrastructure applications.

Resin bound rubber surfacing represents an emerging market for recycled tyres, offering strong performance characteristics including durability, flexibility, impact absorption, and aesthetic versatility.

These surfaces can be applied across a range of use cases such as pathways, recreational areas, and commercial flooring, providing a sustainable alternative to traditional construction materials while enhancing safety and lifecycle performance.

A key strength of the CTS project is its alignment with a fully integrated circular economy model. CTS has established a dedicated tyre recycling operation, CTS Tyre Recycling, alongside its core tyre management business, enabling end-of-life tyres to be collected, processed, and converted into crumb rubber and other raw materials. These materials are then repurposed through CTS' downstream manufacturing capability, producing a range of value-added *Throughcycle Rubber* products including flooring, surfacing, and other rubber goods.

Zanfar

Upgrading Carbon Black through Cavitation/Dissolution

TSA Funding: $70,000

Aimed at improving the quality and value of carbon black derived from tyre pyrolysis. The project addresses a key barrier to the economic viability of tyre pyrolysis in Australia, and the limited end-market value of pyrolysis carbon black (CBp), which is typically sold into low-value applications such as asphalt or explosives.

Delivered by Zanfar in collaboration with partners including Waste Recovery & Energy Solutions (WRES) and HRL, the project investigated the use of acoustic cavitation in a liquid-phase treatment process to upgrade CBp to recycled carbon black (rCB) suitable for higher-value applications, particularly in tyre manufacturing.

The research demonstrated meaningful improvements in material quality. The treatment process achieved significant reductions in ash and sulphur content and reduced particle size, while also increasing the external surface area, a key performance parameter for tyre-grade carbon black. These outcomes indicate that cavitation-based processing can partially address critical barriers to producing tyre-grade rCB.

However, the project also identified important limitations. While improvements were achieved, the treated carbon black did not fully meet all tyre industry specifications, particularly in relation to toluene extract transmission, which is more strongly influenced by upstream pyrolysis conditions. This highlights that achieving tyre-grade rCB will likely require a combination of improved feedstock control, pyrolysis optimisation, and potential additional post-treatment steps.

Economic analysis undertaken as part of the project suggests that, if technical barriers can be resolved, there is potential to significantly increase the value of recovered carbon black compared to current markets.

NTRO

Fundamentals of Crumb Rubber in Road Construction – Free Online Training Modules

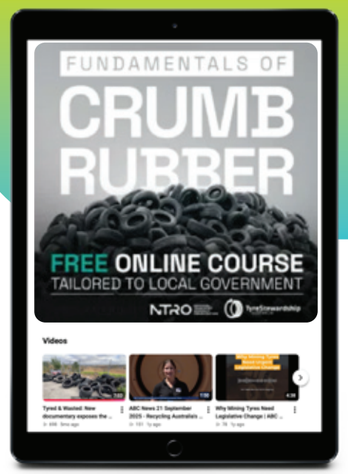
TSA Funding: $40,000

The free online training program was commissioned by Tyre Stewardship Australia and developed by NTRO to build capability across local government and infrastructure sectors. The course is designed to support practitioners in understanding how end-of-life tyres can be effectively incorporated into road construction as a high value, performance enhancing material.

Delivered through a structured series of online modules, the program provides a comprehensive introduction to crumb rubber technologies, combining technical fundamentals with practical implementation guidance. Participants learn at their own pace through case studies, interactive content, and an online assessment, culminating in a certificate of completion.

The training covers key topics required to support real-world adoption, including the fundamentals of crumb rubber materials, sustainability and circular economy benefits, and approaches to evaluating value and performance. It also addresses essential delivery considerations such as project planning, stakeholder engagement, procurement pathways, and material selection, as well as construction practices, quality control, and workplace health and safety.

Importantly, the course integrates practical case studies demonstrating successful crumb rubber applications, equipping participants with the knowledge needed to identify opportunities and implement projects within their own road networks. The NTRO training program is a key capability building initiative, helping councils and industry stakeholders build confidence in specifying crumb rubber and accelerating its uptake in road infrastructure.



Access Fundamentals of Crumb Rubber

Round Trip Summit – NZ Roads Workshop

The **Round Trip: Tyre & Conveyor Belt Recycling Summit** sideline workshop event for the New Zealand roads sector, brought together road authorities, industry and technical experts to share practical insights on using tyre-derived materials in road construction and support the development of sustainable end-markets for end-of-life tyres in New Zealand.

Delivered in partnership with Tyrewise, the workshop helped build confidence in crumb rubber applications while strengthening cross-jurisdiction collaboration.

Read more on the Round Trip Highlights. Page 30.

Accelerating the Adoption of Crumb Rubber in Roads: From Proven Concept to Everyday Practice

Roads and infrastructure remain one of Australia's largest and most promising end markets for tyre-derived crumb rubber, offering the scale and consistency needed to drive long-term demand.

Over the past year, TSA's focus has increasingly shifted from demonstrating the performance of crumb rubber asphalt to enabling its repeatable, business-as-usual adoption across the road construction sector.

With the technical case well established, attention is turning to the systems, procurement settings and supply chains needed to support widespread uptake. Success will be realised when recycled tyre rubber becomes a standard specification rather than an exception – creating a reliable pathway for end-of-life tyres to be transformed into safer, more durable roads across Australia.

Western Australia paves the way forward

Recent WA road programs have incorporated close to 3,000 tonnes of crumb rubber, equivalent to around 600,000 end-of-life tyres, demonstrating that crumb rubber can move beyond pilot projects and into repeatable, large-scale delivery.

Main Roads WA remains Australia's leading example of routine crumb rubber use in road infrastructure, having embedded crumb rubber into road surfacing through long-term specification development, procurement commitment and industry partnerships.

CASE STUDY:

City of Greater Dandenong

In 2026, five years of independent monitoring confirmed the long-term performance of a crumb rubber asphalt trial delivered by the City of Greater Dandenong in partnership with TSA and NTRO.

The assessment found the crumb rubber section remained in consistently good condition and outperformed a comparable conventional asphalt section, providing strong evidence to support broader adoption across local road networks.

CASE STUDY:

Downer Transport & Infrastructure

With funding and support from TSA, Downer successfully trialled crumb rubber spray seals in the Northern Territory—the last Australian jurisdiction not routinely using crumb rubber in roads.

By enabling crumb rubber-modified binders to be produced on-site in remote locations, innovative mobile blending technology is helping overcome longstanding barriers to adoption and creating a pathway to significantly increase tyre-derived material use in road infrastructure.

Read more in our Build Markets Pillar. Page 14.

"We have moved past the point of just wanting to see if something works to a stage where we need it to work every single time on a massive scale."

Tammie Miller, Head of Market Development, TSA

TSA launches online Crumb Rubber Resource Centre

To help councils confidently adopt crumb rubber in roads, TSA launched the Crumb Rubber Resource Centre online – a practical hub of independent evidence, specifications, training and real-world case studies.

Designed for time-poor local governments, the Resource Centre helps reduce procurement risk, build internal capability and support the transition from one-off trials to routine use of tyre-derived materials in road infrastructure.

Go to the Crumb Rubber Resource Centre





Advocate for Better

Advocate for higher order outcomes for used tyres for the benefit of Australia.

Throughout 2025–26, TSA used its evidence base to make a clear and consistent case:

Australia's voluntary tyre stewardship framework has reached its operational limit, and a nationally regulated, mandatory product stewardship scheme is the most effective pathway to genuine circular economy outcomes.

Backed by a growing alignment across the tyre supply chain, this message was carried into:

- **A federal parliamentary inquiry**
- **Landmark research**
- **The Productivity Commission's review**
- **Direct engagement with the Environment Minister and industry**



Paul Kenyon, BAFTA-winning BBC journalist, broadcaster and author, brought global attention to tyre recycling through the BBC *File on 4 Investigates* documentary *The Tyre Scandal*. He also served as master of ceremonies at the 2025 Round Trip: Tyre & Conveyor Belt Recycling Summit.

> A legislated mandatory product stewardship framework is the most effective way to strengthen accountability, improve national recovery and stimulate long-term investment in domestic recycling and manufacturing.

Tyre Supply Chain Analysis:

Opportunities to grow Australia's circular economy for tyres



Released in January 2026, this analysis reinforced TSA's and industry's long-held position that the voluntary framework has plateaued, confirming the WA Government's finding that a nationally regulated mandatory scheme is the best approach to managing tyres across the supply chain. Aligned with the National Circular Economy Framework and its goal to double domestic resource circularity, the report found that of the ~537,000 tonnes generated annually, only 9% is retread for reuse and 17% recycled domestically, with the majority diverted to low-value energy recovery, landfill, stockpiling or onsite burial.

The report identified 33 supply chain constraints limiting circularity, including six critical systemic barriers. Those rated "very high" included **widespread importer free-riding**, which disadvantages compliant participants and undermines investment certainty, alongside the impact of unaccredited operators and rogue collection practices driving **illegal dumping** and **market undercutting** — particularly in regional and remote areas. Another significant constraint is the continued burial of off-the-road mining tyres through 'free' and licensed disposal pathways.

Download the report
Tyre Supply Chain Analysis

It concluded that fragmented policy settings, inconsistent enforcement and limited market incentives continue to constrain the system, and that a legislated mandatory product stewardship framework is the most effective way to strengthen accountability, improve national recovery and stimulate long-term investment in domestic recycling and manufacturing. While a mandated scheme would address many of the key constraints, continued action from state and federal governments is still needed to overcome remaining barriers to circularity.

House of Representatives: Inquiry into the Australian Tyre Industry

In May 2026, TSA appeared before the House of Representatives Standing Committee on Industry, Innovation and Science as part of the Inquiry into the Australian Tyre Industry.

TSA CEO Lina Goodman highlighted the strong alignment emerging across the supply chain, with stakeholders broadly agreeing that Australia would benefit from a coordinated, industry-wide approach to end-of-life tyre management, supported by Federal Government leadership and a formal cost-benefit analysis.

TSA outlined the scale of the challenge — approximately 537,000 tonnes of end-of-life tyres generated annually, with only 17% currently value-added domestically, almost half exported as tyre-derived fuel, and significant volumes still stockpiled, buried or dumped.

TSA drew particular attention to the burial of around 100,000 tonnes of mining tyres each year, and to the growing impact of "free riders": companies responsible for 47% of replacement tyre imports and 99% of vehicle-fitted imports that currently operate outside the Scheme.

Drawing on TSA's research, national material flow analysis and the WA-led ***National End-of-Life Tyres Options Project***, TSA reinforced the need for a well-designed mandatory scheme — created with industry and for the Australian context — to improve recovery rates, provide investment certainty, support regional and remote recovery, and unlock new circular manufacturing opportunities.

Australia's voluntary tyre stewardship framework has reached its operational limit, and a nationally regulated, mandatory product stewardship scheme is the most effective pathway to genuine circular economy outcomes.



The meeting itself reinforced shared intent, with TSA and importers making clear that progressing to a mandatory product stewardship scheme is the important next step.

Minister for Environment: Importer alignment and engagement

On 20 February 2026, Minister Murray Watt met with the TSA Board, at the invitation of a letter signed by Australian tyre importers formally supporting stronger regulatory action on end-of-life tyres.

The letter marked a significant moment of alignment, with leading brands and distributors representing 53% of imported tyre volume as signatories — organisations that have collectively contributed more than $50 million through the Scheme over the past decade.

While acknowledging the voluntary scheme's important foundations, the signatories made clear it is no longer sufficient for system-wide circular outcomes, and endorsed the National End-of-Life Tyres Options Report's finding that a broad-based, regulated scheme designed for the Australian context is the most effective way forward.

As a practical next step, they called on government to initiate a cost-benefit analysis through the Environment Ministers' Meeting process as a precursor to a co-regulated or mandatory scheme, and invited the Minister to a roundtable to progress collaborative design. The meeting itself reinforced shared intent, with TSA and importers making clear that progressing to a mandatory product stewardship scheme is the important next step.

Productivity Commission: Australia's circular economy – unlocking the opportunities

The release of the Productivity Commission's January 2026 report marked a significant milestone for Australia's circular economy transition, reflecting a clear shift from fragmented approaches towards coordinated, system-wide change.

The Commission identified three priorities:

- **Streamlining and harmonising regulation across jurisdictions;**
- **Strengthening product stewardship as a critical lever for high-risk, high-volume waste streams; and**
- **Investing in coordination, collaboration and capability building — the last of which reflects TSA's role in bringing industry, government and community together.**

On end-of-life tyres specifically, the Commission acknowledged the work already underway, including the WA Government's National End-of-Life Tyres Options project, noting that this report was with Environment Ministers for consideration and that this was the right forum to decide the next step for tyres. While it did not prescribe a specific pathway, it reinforced the importance of coordinated national leadership and concluded that Australia's Environment Ministers are best placed to determine future settings.

Strengthening Stewardship Through Review and Reform

Parliamentary Inquiry into Australia's Tyre Industry

In November 2025, the House of Representatives Standing Committee on Industry, Innovation and Science commenced an inquiry into the current state of the Australian tyre industry and the challenges and opportunities it faces within a circular economy.

Referred by the Minister for Industry and Innovation and the Minister for Science, the inquiry is examining the management of end-of-life tyres and seeking to inform future government policy. A final report, including findings and recommendations, is expected to be tabled in Parliament in late 2026.

The inquiry has attracted significant industry engagement, with submissions received from 68 organisations spanning government, local councils, tyre manufacturers and retailers, collectors, recyclers, waste companies, construction and engineering firms, and industry associations. The Committee has also conducted public hearings and site visits across Australia to better understand tyre recovery, recycling, retreading and end-market development.

TSA Calls for a Mandatory National Scheme

TSA's submission to the inquiry argues that Australia's voluntary tyre stewardship scheme has reached its limits and can no longer deliver the level of circular economy outcomes required.

While the scheme has improved tyre recovery and helped stimulate investment in recycling markets, only 26% of end-of-life tyres were directed to circular outcomes through reuse and recycling in 2023–24. Increasing tyre imports, declining participation, free-riders and the continued burial of mining tyres continue to limit progress.

TSA's central recommendation is the transition to a mandatory national tyre product stewardship scheme covering all tyre importers and supply-chain participants. TSA contends that regulated stewardship would eliminate free-riders, improve compliance, increase recovery rates, stimulate domestic recycling and manufacturing, and provide greater certainty for long-term investment.

The submission also calls for stronger enforcement of tyre standards and waste export rules, mandatory procurement of crumb rubber in roads, reform of mining tyre burial practices, support for retreading, and greater national regulatory harmonisation.

> "We have been working very closely with Tyre Stewardship Australia, and the work that they do is exemplary. They provided a lot of very high-quality information into the review that we did, but they are hampered by the fact that they are working with a subset of the industry and their membership is limited."
>
> **Mr Wiley, Department of Water and Environmental Regulation (WA)**

Industry Recognition and Support

Evidence presented to the inquiry highlighted broad recognition of TSA's role in advancing tyre stewardship and supporting market development.

"We have been working very closely with Tyre Stewardship Australia, and the work that they do is exemplary. They provided a lot of very high-quality information into the review that we did, but they are hampered by the fact that they are working with a subset of the industry and their membership is limited." Mr Wiley, Department of Water and Environmental Regulation (WA)

Several organisations also pointed to TSA's leadership in research, market development and end-market assurance, including the use of TSA's Foreign End Market Verification program and the influence of TSA's stewardship model in the development of similar schemes internationally.

Independent Review of Australia's Tyre Product Stewardship Scheme

In 2025, TSA commissioned an independent review of Australia's Tyre Product Stewardship Scheme, conducted by **Marsden Jacob Associates**.

The review found that TSA and the Scheme were operating commendably and meeting stakeholder expectations, while also identifying opportunities to strengthen stakeholder engagement, improve data and evaluation practices, and better articulate the Scheme's value and long-term objectives.

Read more in our Business Excellence Pillar. Page 41.





Informed Decision Making

Facilitate the creation and delivery of trusted information to support decision-making that drives the circular economy for used tyres.



Image: Baron Rubber's in-house material testing laboratory and R&D center.

Research review on tyre degradation in different disposal environments

TSA recently employed a postgraduate research intern at the **University of NSW** to conduct a detailed study on tyre aging and degradation. The study highlights that tyres are complex materials and their degradation behaviour, when exposed to various environmental factors, is a current knowledge gap for those working on tyre recovery in Australia.

The research method included a literature review and stakeholder interviews and focused on different disposal pathways currently observed in Australia, including licensed landfill disposal, onsite burial at mining operations, and illegal dumping and stockpiling. For each pathway, environmental conditions such as UV and oxygen exposure, temperature, moisture, microbial activity and soil chemistry were examined to understand their potential influence on tyre components. These scenarios identify where tyres are most likely to experience environmental ageing and material transformation before or after final disposal.

The outcomes of this research support TSA in improving the scientific understanding of tyre stability in different environments and highlight key knowledge gaps that require further investigation. The findings also inform future research priorities and contribute to improved strategies for sustainable tyre management in Australia.

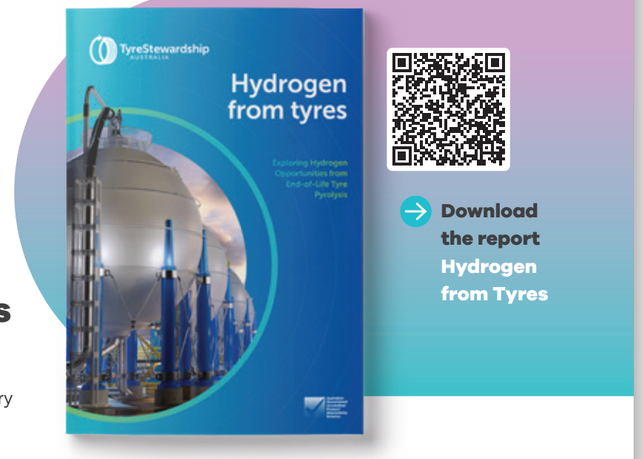
Pilot Testing Program for Tyre-Derived Materials

In July 2025, TSA funded a large-scale pilot program involving two testing laboratories and an expert laboratory consultant, with the aim of putting reliable testing within closer reach of individual recyclers. The pilot was made available to all TSA Accredited recyclers producing crumb rubber or rubber granules, and seven TSA Accredited recyclers across eight sites took the opportunity to participate.

The program collected, transported, tested and reported on hundreds of samples covering both crumb rubber and rubber granules for the properties that matter across a range of end uses. Road construction is the most developed market and has the clearest specifications, but the pilot also tested granules destined for other applications, including synthetic turf, playground surfacing and moulded products. Specifications for these markets are less defined today, though that is likely to change, and recyclers and laboratories are now better prepared to test different sizes of rubber product for the properties they share.

The program provided participating recyclers with independent data characterising the material produced at their sites, helping them better understand product quality and strengthen their position with prospective customers. The pilot also supported the development of laboratory capability and experience in testing tyre-derived materials against relevant specifications, establishing tested and repeatable methodologies for future batch testing.

By improving access to reliable testing and supporting data-driven quality assurance, the program has laid important foundations for continued product improvement, greater market confidence, and growth in the use of tyre-derived materials across Australia.



Hydrogen from End-of-Life Tyres Report

Following strong industry engagement after TSA's technical report on Pyrolysis from end-of-life tyres, hydrogen generation from tyres was identified as a priority topic for future exploration. TSA commissioned a consultant to undertake a desktop study and modelling activity assessing the potential of producing hydrogen from end-of-life tyres.

The study set out the global hydrogen fuel production landscape and Australia's National Hydrogen Strategy, explained the technologies used to generate hydrogen and their associated "colours," and reviewed the technical aspects and research status of emerging technologies that propose to extract hydrogen from tyres. It also examined the strengths, limitations and costs of hydrogen as a clean fuel, providing a balanced, evidence-based view of where the technology currently sits and what would be required for commercial viability in Australia.

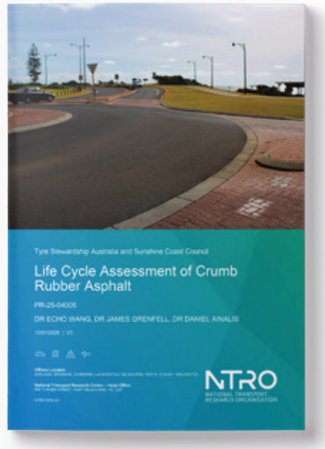
The findings were compiled into a public summary report and presentation for delivery at targeted events, including off-the-road mining hubs, recycler webinars and global forums. The work helps industry and stakeholders make informed decisions about an emerging thermal-processing pathway and reinforces TSA's role in surfacing trusted information on future high-value uses for used tyres.

Life Cycle Assessment of Crumb Rubber Asphalt – Sunshine Coast Council

Building on **Sunshine Coast Council's** 2024 trial of crumb rubber (CR) made from off-the-road (OTR) tyres in road pavements, TSA supported a cradle-to-grave life cycle assessment delivered with **NTRO** and project partners including **Boral**.

The LCA assessed greenhouse gas (GHG) emissions across eight pavement treatments at three sites, comparing CR-modified mixes (18% OTR CR) with conventional and polymer-modified asphalt. Material production (modules A1–A3) accounted for 65–85% of upfront emissions.

While CR-modified mixes carried slightly higher upfront carbon than conventional mixes at two sites, this is offset over the pavement's life: at Perlan Street, extending service life by 20–30% achieved GHG parity, and a 40% extension delivered savings of 1.46–2.73 $kgCO_2$-e/m^2.



Using a new NTRO-developed LCA tool, the project demonstrated that OTR crumb rubber can be used interchangeably with conventional crumb rubber, improving fatigue and durability performance comparable to costlier, higher-emission polymer-modified binders.

The report gives the Council credible, quantitative evidence to embed CR-modified mixes in specifications, procurement and sustainability frameworks, and supports wider council adoption.

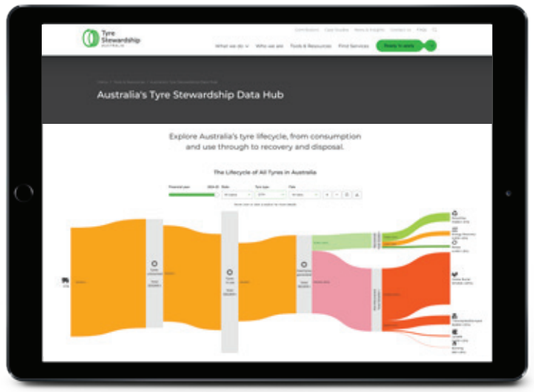
Download
Life Cycle Assessment of Crumb Rubber Asphalt



Australia's Tyre Stewardship Data Hub launched

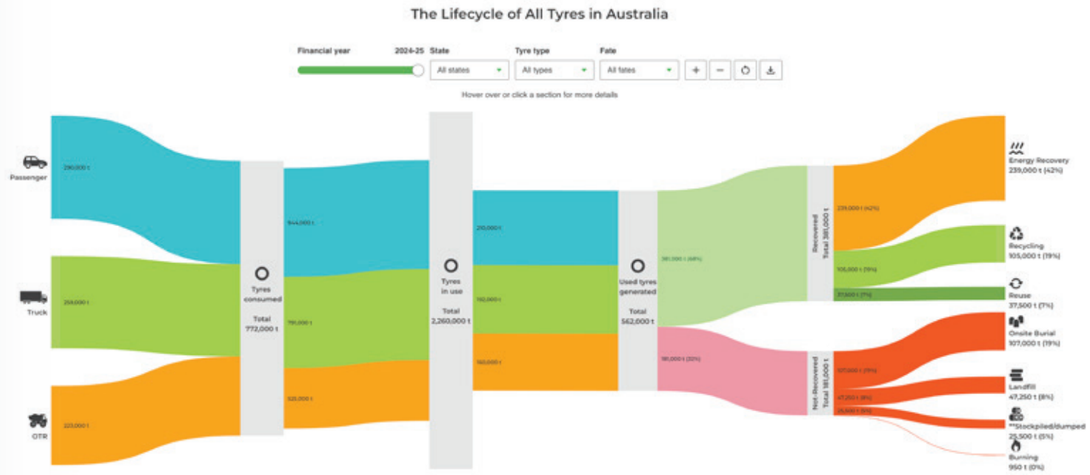
TSA launched Australia's Tyre Stewardship Data Hub, a first-of-its-kind platform providing government, industry and stakeholders with transparent insights into the nation's tyre lifecycle.

Powered by **TSA's Material Flow Analysis Model**, the Data Hub tracks the flow of tyres from consumption and use through to recovery, recycling and disposal. The platform helps identify opportunities to improve resource recovery outcomes and highlights the gap that remains between tyre recovery and a more circular economy.



Access Data Hub

By providing a single source of trusted, evidence-based data, the Data Hub supports informed decision-making and helps guide policy, procurement and industry investment toward more sustainable tyre outcomes.



ROUND TRIP

TYRE AND CONVEYOR BELT RECYCLING SUMMIT

15th – 16th October, 2025

PRESENTED BY

TyreStewardship AUSTRALIA | Tyrewise

In October 2025, Tyre Stewardship Australia along with Tyrewise Aotearoa, New Zealand delivered the inaugural ***Round Trip: Tyre & Conveyor Belt Recycling Summit***, bringing together recyclers, collectors, manufacturers, researchers, government representatives and innovators to exchange ideas, network and find opportunities for end-of-life tyres and conveyor belts.

The event was designed to respond to stakeholder feedback and to strengthen dialogue across the supply chain, with a shared focus on circular economy opportunities, global technology and practical market development.

- **230 Registered Attendees**
- **46 Industry Leading Speakers**
- **16 Countries Represented**
- **8 Major Sponsors**

The two-day Summit far exceeded initial scale expectations.

While originally scoped for a much smaller audience, it brought together over 230 registered attendees, including 46 international and local speakers, 7 major sponsors, all of whom represented 16 countries.

The quality of the program was a standout strength. It provided fertile ground for sharing knowledge, networking and opportunities for business as the data from the post-event survey further bolstered.

The program was thoughtfully guided and moderated by BAFTA Award winning journalist **Paul Kenyon**, BBC Journalist who's feature report ***'The Tyre Scandal'*** for ***BBC File on 4 Investigates*** programme, exposed the environmental and regulatory gaps enabling the global export of end-of-life tyres to poorly regulated facilities abroad.







"Variety of speakers and attendees, willingness to host and provoke challenging conversations, openness to new ideas, creating the space for different stakeholders to lead the discussion."

Survey respondent

"The breadth and quality of the presenters was fantastic and kept participants engaged both in session and outside."

Attendee, New Zealand









Keynote Speaker Highlights

Barry Takallou, President and CEO of **CRM Rubber USA** expert recycler, shared knowledge on rubber in roads.

Vanessa Lenihan, senior Environment Engineer from **Viva Energy** and **Gabriel Paicu**, Technical Manager at **Boral Cement Australia** shared their unique challenges and opportunities for tyre-derived fuel and cement.

Michael Caltabiano, Chief Executive Officer of the **National Transport Research Organisation (NTRO)** shared insights on the future of roads and infrastructure.

Amanda Bradfield from the **Freight & Trade Alliance** gave the audience a solid shipping forecast to round out the keynotes.

Expert Panel Sessions

Panel sessions were also a popular with attendees, providing insights from a variety of speakers, robust conversation and an opportunity to ask speakers questions and tease out issues.

The 'roads' panel helped spark a petition calling for greater government procurement of crumb rubber in roads.

Other deeper legacy outcomes were also formed, such as the formation of the **Trans-Tasman Tyre Recycling Alliance (TTRA)**, which helped create momentum for policy, partnerships and cross-border industry coordination.









2025
2026
HIGHLIGHT

ROUND TRIP

"We thought the conference was excellent, and it was great to connect with such a concentrated group of people all working toward the same goals."

Round Trip Sponsor

2025 Round Trip Sideline Event: New Zealand Roads Workshop

The New Zealand Roads Workshop, delivered by Tyre Stewardship Australia in collaboration with Tyrewise, during the 2025 Round Trip Summit, was a targeted knowledge-sharing initiative designed to accelerate the adoption of tyre-derived material in road construction across New Zealand.

The workshop formed part of TSA's broader international engagement strategy, supporting the transfer of Australian expertise and lessons learned to emerging markets with similar policy and infrastructure contexts.

The workshop brought together key stakeholders including road authorities, industry representatives, and technical experts to build understanding and confidence in the use of crumb rubber in asphalt and sprayed seal applications.

Drawing on TSA's experience in Australia, the sessions focused on practical insights into specification development, procurement pathways, performance outcomes, and the environmental and economic benefits of incorporating recycled tyre materials into road infrastructure.

A key objective of the workshop was to support Tyrewise in progressing the development of a sustainable end-market for end-of-life tyres in New Zealand. Discussions highlighted the critical role of policy alignment, industry collaboration, and data-driven evidence in overcoming barriers to uptake, including perceived performance risks, supply chain constraints, and procurement challenges. The workshop also provided an opportunity to showcase case studies from Australia, including local government and state-based projects that have successfully implemented crumb rubber solutions. These examples reinforced the technical viability and long-term benefits of TDM in roads, including improved durability, reduced maintenance requirements, and lower lifecycle environmental impacts.

Overall, the New Zealand Roads Workshop strengthened cross-jurisdiction collaboration and positioned TSA as a trusted advisor in the global circular economy for tyres. By supporting Tyrewise with technical capability building and market insights, the initiative contributed to laying the foundations for increased adoption of tyre-derived material in New Zealand's roads and infrastructure network.



Share Knowledge, Exchange Ideas

As a result of attending the Summit, most respondents said they would share knowledge with their organisation and/or network, and pursue opportunities identified at the Summit, and more than a third indicated they would engage with policy changes/reform, get more involved in the circular economy for tyres and/or conveyor belts, and explore new technologies or processes.

Connection and Networking

A key objective of the Summit was to create meaningful opportunities for networking, collaboration and business development. Prior to the event, more than 40 introductions were facilitated to connect attendees with potential business and knowledge-sharing opportunities. An independent post-event evaluation found:

- **Over 90% of respondents made new connections at the Summit**, while more than half identified potential business opportunities or partnerships.
- All aspects of the Summit were rated highly, with an average **95% positive response** across measures including topic relevance, presentation quality and keynote diversity.
- **Nearly 100% of respondents said the Summit met or exceeded their expectations** and that they would attend again.

"Overall, I'd rate my experience at the Round-Trip Summit as excellent. The sessions were insightful, the networking opportunities were valuable, and the event was very well organised."

Survey respondent





Thank You

Thank you to the speakers, the panellists and the attendees who took time to contribute to, and engage with, this important conversation.

Thank you to the sponsors for their support and commitment to advancing Australia's tyre circular economy. Your collaboration and investment in innovation are critical in turning opportunity into real-world outcomes, and we're proud to have you at the centre of this important industry journey.

Media Partner:

TYRE & RUBBER Recycling

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ATIC The Australian Tyre Industry Council · CAPRICORN · CUTMETALL THE SHARPER CHOICE · CM SHREDDERS · ELDAN RECYCLING · SALVADORI · TANA AUSTRALIA · WASTE INITIATIVES

Continuing the Conversation

Following the success of the inaugural event, Tyre Stewardship Australia and Tyrewise New Zealand are proud to announce the dates for the next **Round Trip Summit – to be held in Melbourne on September 1-2, 2027.**

Learn more about sponsorship, speaking or participation:
roundtrip@tyrestewardship.org.au

Influence Behavior

Reach, engage and support stakeholders about their role and responsibility in maximising the circular value of the resources in used tyres.

Throughout 2025–26, TSA continued to influence behaviour across consumers, industry and government by delivering targeted marketing and engagement initiatives through an integrated approach spanning:

- **digital campaigns,**
- **industry partnerships, and**
- **events and stakeholder engagement.**

TSA will continue to build on this integrated approach to influence behaviour, with a growing focus on converting awareness into action. This includes expanding procurement-focused initiatives, strengthening partnerships across the value chain, and continuing to empower consumers, industry and government to play an active role in Australia's tyre circular economy.

Waste Management Review Highlights Cost of Illegal Tyre Dumping

A February 2026 feature in Waste Management Review drew on findings from TSA's Tyred & Wasted Documentary to examine the rising cost of illegal tyre dumping and its impact on councils, communities and responsible recyclers.

The article highlighted how gaps in Australia's voluntary tyre stewardship system continue to be exploited and underscored the need for stronger policy settings to support industry accountability.



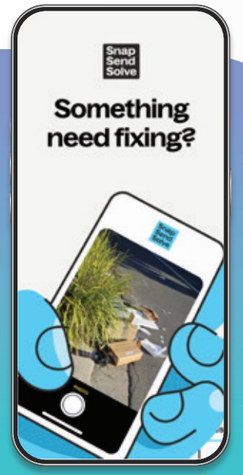
The role of auto brands in driving impact for end-of-life tyres

Just one auto brand is voluntarily contributing to the tyre stewardship scheme in Australia – making up only a negligible fraction of the market. This is a significant gap, especially given new vehicles account for one in six tyres entering the Australian market.

TSA progressed its Auto Brand campaign, launching a targeted placement in automotive media to directly call on auto brands to step up and demonstrate leadership.

The campaign positions participation as a tangible commitment – highlighting that for just $1 per vehicle, brands can support a national system for end-of-life tyre solutions while strengthening accountability and credibility in the market.





Snap Send Solve Partnership

TSA continues to partner with Snap Send Solve to help identify tyre dumping hotspots and better understand tyre dumping issues reported by the community. Through this partnership, TSA gains valuable insights into trends in location, reporting frequency and the scale of illegal dumping across Australia.

The information strengthens TSA's broader surveillance activities by helping to identify hotspots and emerging risks that may not always be captured through traditional channels, while also providing insight into community concerns and behaviours.

Reporting patterns highlight areas of recurring activity and help inform targeted engagement, awareness initiatives and, where appropriate, referrals to relevant authorities.

While not every report is directly actionable, Snap Send Solve data provides important context alongside other intelligence sources. Ongoing monitoring continues to support evidence-based decision-making and TSA's efforts to reduce illegal tyre dumping and improve end-of-life tyre management outcomes.



Deepening engagement with local government

Local government remained a critical audience for influencing material uptake and improving end-of-life tyre outcomes.

Throughout the year, TSA strengthened its local government engagement by providing targeted education, resources and support to councils navigating procurement decisions and infrastructure planning. This included participation in sector events and direct engagement with councils to build awareness of tyre-derived material applications and their benefits.

In June 2026, TSA exhibited at the **ALGA National General Assembly** in Canberra, engaging directly with local government leaders to support coordinated action on illegal tyre dumping across municipalities. As part of this work, TSA also promoted its crumb rubber training module, delivered in partnership with **NTRO**, and explored opportunities for councils to procure crumb rubber from TSA accredited recyclers for more durable, high-quality community infrastructure.

Collaborative initiatives and ongoing engagement have seen councils increasingly turn to TSA as a trusted advisor, reinforcing its role in supporting informed decision-making and enabling greater adoption of circular solutions.



Accelerating demand for tyre-derived materials

A major focus in 2025–26 was influencing procurement behaviour to drive increased uptake of tyre-derived materials in infrastructure and construction applications.

TSA launched and expanded its Crumb Rubber Resource Centre, providing a centralised hub of technical information, case studies and specifications to support confident decision-making among engineers, project managers and local governments. The platform quickly established itself as a key reference point for stakeholders seeking credible, evidence-based information on crumb rubber applications.

This was complemented by a targeted **procurement campaign**, designed to build awareness and confidence among local government and infrastructure decision-makers. The campaign focused on demonstrating real-world performance, addressing perceived risks, and supporting the specification of crumb rubber in projects.

Digital engagement and content-led activity further supported this effort, helping guide stakeholders toward funding opportunities and practical pathways to implementation, while positioning TSA as an enabler of market development outcomes.



My Tyres My Choice – Empowering consumers to make informed choices

The ***My Tyres My Choice*** campaign remained TSA's flagship consumer initiative, focused on educating Australians to make informed decisions when replacing their tyres. Building on previous years, the campaign was delivered through targeted digital media aligned with peak tyre replacement periods, ensuring messaging reached consumers at the most relevant decision-making moments.

The campaign reinforced key behavioural messages around choosing TSA Accredited retailers and contributing brands, helping to strengthen public understanding of responsible tyre stewardship. Seasonal bursts of activity sustained strong engagement with TSA's digital platforms, including continued traffic to the **"Find an Accredited Retailer"** tool.

TSA also educates consumers and supports accredited retailers through our ***TSA Tyre Care Tips*** educational materials, aligned with our consumer campaign. These resources help drivers get more life out of their tyres through regular maintenance, check-ups and encourages them to seek trusted advice from a local TSA Accredited retailer.

Strengthening industry engagement and collaboration

TSA continued to bring the tyre value chain together through a targeted program of industry engagement, events and partnerships. These activities connected industry, recyclers, government and end users around shared goals for sustainable end-of-life tyre outcomes.

Supplier Recognition

TSA was nominated for **Rio Tinto Supplier Recognition Awards (2025-26)** in the category of Environmental Sustainability, reflecting its valued industry collaboration.

"Thank you to the entire TSA team for all your efforts and continued support in helping our business with enhancing our understanding of technologies, regulatory updates, support with trials and linking us to recyclers. We could not have made this significant progress without our partnership with TSA." – Australian Mining Company

International Engagement

Internationally, **The Tire Cologne 2026** conference in Germany provided a valuable opportunity to gain insights into legislation, recycling practices and broader tyre industry trends. Lina Goodman also took part in an Extended Producer Responsibility and Stewardship panel, hosted by Richard Wilson, alongside scheme representatives from Sweden and Ecuador.

While abroad, the TSA team connected with key stakeholders in the region, including **Austrade**, to better understand how government can support industry in activating circular solutions in Australia.

Mining and Off-The Road (OTR) Tyres

A key focus area has been deepening engagement with the mining and off-the-road (OTR) tyre sector – where resource recovery remains critically low.

TSA continues to actively engage with the mining industry to promote circular economy solutions for OTR tyres. Through forums, conferences, collaborative projects, and partnerships, TSA facilitates knowledge sharing, technology adoption, and recycling initiatives across major Australian mining regions. TSA also maintains a strong presence at the **International Mining and Resources Conference (IMARC)** in Australia, where CEO Lina Goodman has participated in panel discussions on end-of-life mining tyres.

In FY26, TSA hosted the first major national OTR forum as part of IMARC in October 2025. The forum connects mining companies from key regions like Western Australia, New South Wales, and Queensland with recyclers and international experts to promote diversion of tyres from burial to recycling. Since inception, TSA has hosted nine OTR forums to foster collaboration and share new technologies and circular solutions.



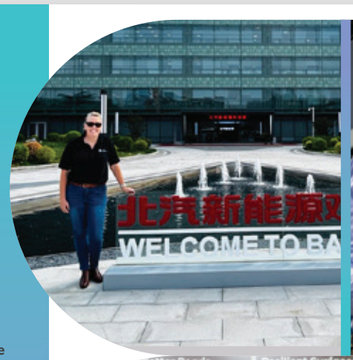
Key Events

October 2025
- Round Trip: Tyre & Conveyor Belt Recycling Summit – Melbourne
- IMARC – Sydney
- Waste Expo & ecologiQ – Melbourne

April 2026
- Goodyear Autocare Conference – Brisbane

May 2026
- Coffs Waste Conference – Coffs Harbour
- Auto China & AADA Study Tour – China
- AfMA Conference – Sydney

June 2026
- Tire Cologne – Germany
- ALGA National General Assembly – Canberra



















Business Excellence

Drive for excellence in our operations and governance.

TSA continued to build on the foundations of the Tyre Product Stewardship Scheme through:

- **improved governance,**
- **risk management,**
- **information security, and**
- **financial stewardship.**

Through the Business Excellence pillar, TSA's focus remains on supporting the integrity and long-term sustainability of the Scheme.



Governance, Risk and Fiscal Responsibility

Effective governance and risk management remained central to organisational performance during the year. TSA made refinements to its Risk Management Framework, Risk Appetite Statement, and business continuity arrangements, for proactive and informed decision-making.

The Board and Finance, Risk, Audit and Governance (FRAG) Committee maintained oversight of organisational risk, financial performance and compliance obligations, ensuring governance arrangements remained fit for purpose and supporting TSA's ongoing regulatory obligations, including future ACCC reauthorisation activities.

Enhanced forecasting, budgeting, reporting and oversight processes enabled the management team, the FRAG Committee and the Board to align financial risks and resources with strategic objectives. TSA continued to monitor emerging funding risks and develop planning scenarios to support scheme resilience and long-term sustainability.

Advancing Information Security and ISO/IEC 27001

TSA continues to consolidate its systems and procedures in support of its Information Security Management System and ISO/IEC 27001 accreditation.

Work during the year focused on strengthening digital governance by making critical updates to TSA's internal SharePoint record management system. These updates better support data classification and record retention requirements.

An independent internal audit against ISO/IEC 27001:2022 identified further opportunities for improvement, with ongoing oversight provided through TSA's Information Security Committee. TSA is due to complete its annual surveillance audit in the first half of FY2027, with a full re-certification process scheduled for 2027.

Australian Government Accredited Product Stewardship Scheme – Renewal

TSA secured a second five-year accreditation of the Tyre Product Stewardship Scheme from the Department of Climate Change, Energy, the Environment and Water (DCCEEW). The reaccreditation, effective until June 2031, recognises the scheme's role in supporting responsible end-of-life tyre management and Australia's transition to a circular economy.

Independent Review of Australia's Tyre Product Stewardship Scheme

In 2025, TSA commissioned **Marsden Jacob Associates** to conduct an independent review of the Scheme's effectiveness, including TSA's management and administration of the Scheme. The ACCC requires such reviews periodically and previous reviews have been conducted in 2017 and 2022.

The review included interviews with a selection of industry stakeholders including contributors, retailers, recyclers, collectors and associated industry groups, board members and TSA management.

Overall, the review noted "TSA and the Scheme are operating commendably and meeting the expectation placed on them."

These outcomes were made in the context of the current voluntary scheme. The limitations of the current Scheme, given its voluntary nature was also noted: "while there can still be work done to improve the operation and outcomes of the TSA and the Scheme, there are likely to be diminishing returns and natural limits to further success within the bounds of a voluntary Scheme."

The review noted some areas for improvement in its six recommendations:

1. Provide greater clarity on Scheme objectives as TSA advocates for a mandatory Scheme.
2. More clearly articulate how TSA activities result in improved outcomes.
3. Prioritise engagement with recyclers to help improve recycling data and its use.
4. Enhance engagement with retailers and car manufacturers to articulate the Scheme's value proposition.
5. Clearly articulate an overarching research and development strategy and priorities for investment.
6. Conduct robust post project evaluation of market development and research projects.

The Independent Review will form part of the ACCC's consideration of the Scheme in 2027. TSA is currently preparing its submission for re-authorisation.

Strengthening the Foreign End Market Verification (FEMV) Program

TSA completed implementation of the program of improvements commenced in the previous financial year to support more consistent and effective verification outcomes for the FEMV program. This included a formal review, regular oversight meetings, updated audit and SAQ tools, and revised training and guidance materials for suppliers.

Internal procedures and assessment criteria were formalised for better transparency and consistency across the program. Verification requirements were improved through minimum SAQ pass criteria before inspection, mandatory site inspections for all sites, and periodic reassessment to maintain verified status.

TSA also refined its commercial and operational controls with documented user terms and enhanced entry checks, placing greater emphasis on 'on-site' compliance and evidence-based verification.

Key Highlights:

- **The FEMV program is being utilised by Tyrewise New Zealand to assist its exporters in meeting their obligations to export to verified destinations, with activity costs associated with the program paid by Tyrewise.**
- **TSA continues to support Australian exporters using the FEMV program to ensure their overseas customers are not causing social or environmental harm. This can help improve participants' Sustainable Outcomes Indicator (SOI) rating.**



Participants, and Contributing Brands

The Scheme has continued to demonstrate growth across key participation categories. This growth reflects both targeted engagement activities and increasing industry awareness of compliance requirements and the value of accreditation.

While contributor growth remained unchanged, we acknowledge and thank the 16 tyre and auto brands that continue to voluntarily support the Scheme, despite ongoing challenges associated with free-riders across the market.

Participation growth has been monitored at a category level to better understand trends and identify areas requiring further focus. Growth within collector and recycler categories has occurred largely driven by business expansion and increased demand for accredited pathways.

This expands TSA's reach and enhances the overall integrity of the Scheme by increasing the proportion of tyre flows captured within accredited and auditable pathways. It also strengthens the Scheme's ability to deliver against sustainable outcomes and traceability expectations.

Moving forward, continued tracking and reporting of participation metrics will be important to ensure growth is sustained and aligned with strategic priorities. This includes understanding attrition, identifying barriers to entry, and ensuring that onboarding processes remain efficient and scalable.

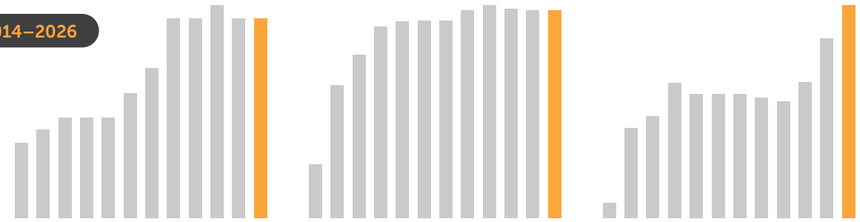
Recycler Engagement

Ongoing engagement with recyclers has remained a key focus, with a structured program of webinars and regular communications delivered through fortnightly electronic direct mail (EDMs). These initiatives have supported improved communication, knowledge sharing, and participant alignment with Scheme requirements.

Webinars have been used to address common compliance challenges, provide updates on regulatory developments, market development, and clarify expectations around reporting and evidence requirements. Feedback indicates that these sessions have been valuable in improving participant understanding and supporting consistent application of Scheme guidelines. The webinars are also an opportunity for participants to hear from industry experts and technology providers with practical or innovative solutions.

The introduction of regular EDMs has strengthened communication cadence and ensured timely dissemination of key updates. Engagement rates have been positive, indicating strong interest and relevance to participants. These communications have also supported broader initiatives, including audit preparation, process updates, and awareness of evolving industry standards.

Accreditation 2014–2026



Category	Tyre & Vehicle Importers	Tyre Retailers	Tyre Collectors & Recyclers
% Change FY2025/26	**0%**	**+0.4%**	**+17%**
Start FY2025/26	16	1,655	46
End FY2025/26	16	1,662	54

Collectively, these engagement activities have contributed to improved participant confidence and capability, as well as strengthened relationships across the recycler cohort. Continued investment in structured engagement will remain important to support compliance outcomes and industry collaboration.

Updating Processes for Collectors & Recyclers

TSA is updating and refining processes to support collectors and recyclers, particularly those seeking to grow or expand their operations. These updates are intended to ensure that Scheme requirements remain clear, consistent, and scalable as participant businesses evolve.

Process improvements have focused on streamlining application and variation pathways, clarifying evidence requirements, and reducing administrative burden where appropriate. This has enabled participants to more efficiently navigate Scheme requirements while maintaining the integrity of accreditation and compliance frameworks.

The updated processes have supported continued growth in participation, particularly among existing participants expanding their operational footprint. By providing clearer pathways and improved guidance, TSA has reduced barriers to expansion and strengthened alignment with Scheme objectives.

From a risk perspective, these updates also contribute to improved oversight by ensuring that business changes are appropriately captured, assessed, and documented. Ongoing review will be required to ensure processes remain responsive to industry developments and aligned with regulatory expectations, particularly as the Scheme continues to mature.

Audit & Compliance Program Improvements

The Audit & Compliance program has continued to evolve, with a focus on improving the reporting platform and increasing participant engagement. Enhancements to the platform have improved usability, data quality, and overall accessibility, supporting more effective compliance monitoring and reporting.

A key initiative during the period was the introduction of an online self-audit for retailers. This initiative resulted in a significant increase in participation, with engagement rising from approximately 5% to 50%. This represents a substantial improvement in visibility across the retailer cohort and provides a stronger evidence base for compliance assessment.

The self-audit approach has also enabled more efficient allocation of audit resources, allowing higher-risk participants to be prioritised for further review. In addition, it has supported increased participant awareness of compliance obligations and encouraged proactive self-assessment.

Ongoing improvements will focus on further refining the platform, enhancing data analytics capability, and integrating insights into broader surveillance and monitoring activities. These developments will strengthen TSA's ability to identify risks early and respond in a targeted and proportionate manner.

Improving Surveillance and Monitoring Program

Work is underway to strengthen TSA's surveillance and monitoring capability through the improved use of available tools and data sources. This includes integrating insights from audits, participant reporting, FEMV activities, and external sources such as **Snap Send Solve** and **NearMap**.

The objective is to develop a more proactive and intelligence-led approach to compliance oversight. By consolidating data and improving analytical capability, TSA is better positioned to identify trends, detect anomalies, and target higher-risk areas.

Enhancements have also focused on improving internal processes for information sharing and escalation, ensuring that potential risks are assessed and addressed in a timely and consistent manner.

Over time, these improvements are expected to support a more efficient allocation of compliance resources, reduce reliance on reactive interventions, and strengthen overall Scheme integrity.

Continued investment in data capability and system integration will be critical to achieving a mature and effective surveillance framework aligned with regulatory expectations.

Levy Contributors

All Contributing Brands

Key Performance Indicators

TSA reports annually on a set of performance indicators that demonstrate the reach and impact of the Scheme.

As part of TSA's Australian Competition and Consumer Commission (ACCC) authorisation, it is required to report against several key performance indicators (KPIs) that provide transparency on participation, collection, and recovery. TSA also reports measures reflecting how the Scheme is contributing to improved environmental and social performance across the tyre supply chain. Metrics in this section are derived from data reported by TSA participants and contributors, TSA's material flow analysis model, and data collected through TSA's programs, projects and digital platforms.

The KPIs for 2025/26 reflect continued progress amidst constrained conditions. Despite the continual increase in volumes directed to recovery, improvements in national recovery rates have been moderated by the growing volume of used tyres generated across all segments.

Encouragingly, TSA Accredited participants recorded further growth in both collections and recovery during the year. While collections reflect the volume of used tyres gathered by participants, recovery reflects the volume directed to productive end uses. Among TSA Accredited participants, overall recovery performance remained strong, with 95% of participant collections ultimately recovered. This was particularly evident in the OTR segment, where recovery volumes increased by approximately 30% to 26,500 tonnes, although recovered volumes still represent only a fraction of total used OTR tyre generation.

Recycler and collector accreditations continue to thrive, reaching 54 unique accredited sites by the end of the financial year. Market share among this participant group continued to grow as a result, reaching a 93% share of material processed for recovery.

Stakeholder and industry engagement with TSA's digital platforms continued to grow, with increases in website traffic, campaign reach and use of accreditation tools recorded under KPI 3. The launch of TSA's Data Hub further expanded stakeholder access to data and insights.

TSA will continue to build on this foundation by expanding accreditation across the industry, supporting innovation through market development, strengthening marketing and engagement strategies, and advocating for policy measures that can support greater participation and outcomes across the industry.

Together, these actions will be essential in turning incremental gains into a more decisive shift in national outcomes.

KPI 1

Generation, collection and recovery of used tyres

This year, TSA continues to report against the mandatory KPI framework table introduced through the ACCC reauthorisation. This requirement is in addition to TSA's existing KPI reporting and requires the publication of a rolling five-year dataset covering the generation, collection and recovery of used tyres.

This measure provides a nationally consistent view of how Australia is performing across passenger, bus and truck, and off-the-road (OTR) tyres. It complements TSA's existing KPIs, which focus on participation and program outcomes, by showing the broader context of total generation and recovery at a national scale.

In 2025/2026, total used tyre generation continued to rise across all segments, reaching approximately 577,000 tonnes. Passenger, bus and truck tyres accounted for 412,000 tonnes, while OTR generation increased to 165,000 tonnes, reflecting ongoing demand from mining and resource industries. The volume of tyres directed to recovery also grew, reaching around 397,000 tonnes, although the overall percentage remained steady at approximately 69%, only a slight increase from 2024/2025.

Table 1: Rolling five-year dataset covering the generation, collection and recovery of used tyres.

	Total used tyres generated	Volume of used tyres going to recovery	% of total used tyres generated going to recovery	Volume of used tyres collected by Scheme accredited participants	% of total used tyres generated that were collected by Scheme accredited participants	Volume of used tyres collected by Scheme accredited participants going to recovery	% of total used tyres collected by Scheme accredited participants going to recovery
Passenger and Truck/Bus Tyres							
21/22	403,000	326,300	81%	225,000	56%	187,000	83%
22/23	397,000	311,300	78%	234,000	59%	194,000	83%
23/24	382,000	328,100	86%	246,000	64%	230,000	93%
24/25	402,000	349,700	87%	264,500	66%	254,000	96%
25/26	**412,000**	**362,000**	**88%**	**278,000**	**67%**	**265,000**	**95%**
OTR Tyres							
21/22	130,000	11,100	9%	9,000	7%	8,600	96%
22/23	148,000	16,000	11%	14,000	9%	10,000	71%
23/24	155,000	23,800	15%	15,000	10%	14,100	94%
24/25	160,000	31,400	20%	23,500	15%	20,500	87%
25/26	**165,000**	**35,400**	**21%**	**27,300**	**17%**	**26,500**	**97%**
TOTAL							
21/22	533,000	337,400	63%	235,000	44%	196,000	83%
22/23	545,000	327,400	60%	250,000	46%	204,000	82%
23/24	537,000	351,900	66%	261,000	49%	244,000	93%
24/25	562,000	381,100	68%	288,000	51%	274,500	95%
25/26	**577,000**	**397,400**	**69%**	**305,300**	**53%**	**291,500**	**95%**

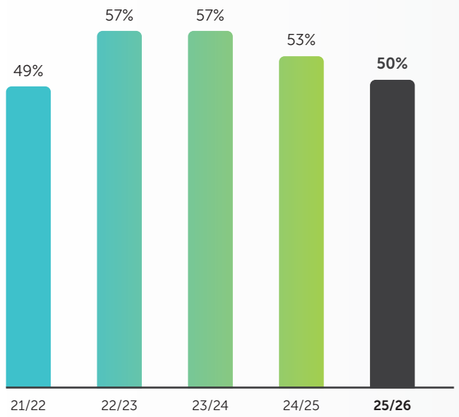
Note: KPI 1 used tyre generation figures are based on provisional BITRE vehicle registration data and all dependent values may be revised when final data is released. Any updates made will be visible through TSA's Tyre Stewardship Data Hub Dashboard.

Collections by TSA Accredited participants strengthened further, totalling approximately 305,300 tonnes, or 53% of all used tyres generated. The volume of tyres collected by TSA participants and directed to recovery rose to 291,000 tonnes, with the proportion achieving recovery staying steady at 95%. The strongest improvement was observed in OTR tyres, with the proportion of TSA participant-collected OTR tyres directed to recovery increasing from 87% to 97%. This brought OTR performance in line with, and slightly above, that achieved for TSA participant-collected passenger, truck and bus tyres.

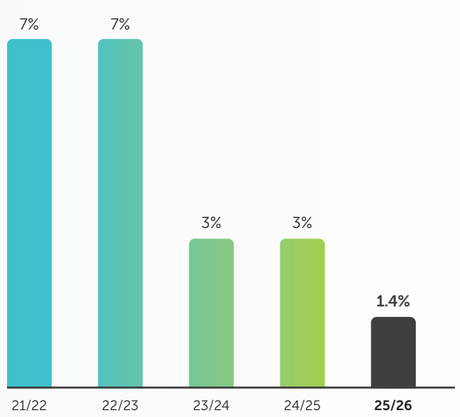
These results reflect both the continued growth of the Scheme and the increasing contribution of TSA Accredited participants to tyre recovery outcomes. While national recovery rates improved only gradually due to ongoing growth in tyre generation, the performance of accredited participants strengthened further, particularly in the OTR segment where recovery outcomes have historically lagged.

KPI 2

Increase the number of participants in the Scheme



Contributing tyre importers market share



Contributing vehicle manufacturer/importers market share
(by number of tyres sold on new vehicles)

KPI 2A:
Contributing Tyre Importers

Australia does not manufacture tyres domestically. As a result, the majority of new tyres are brought into the country by importers as loose tyres, making their participation central to the effectiveness of the Scheme.

In 2025/26, measured by % of all equivalent passenger units imported into Australia, the market share of tyre importers contributing to the Scheme was 50%, compared with 53% in 2024/25.

While major importers continue to participate strongly, gaps remain, particularly among free riders across the supply chain, which make up an increasingly large portion of the market.

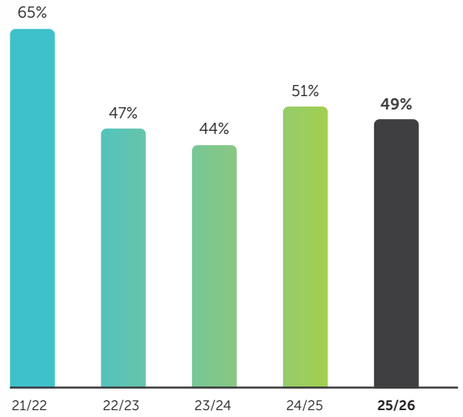
KPI 2B:
Contributing Vehicle Manufacturers

Just over one in six new tyres enter the Australian market already fitted to imported vehicles. Although Australia no longer manufactures vehicles locally, vehicle imports represent a significant pathway for tyres entering the market, making vehicle manufacturer participation a vital component of the Scheme.

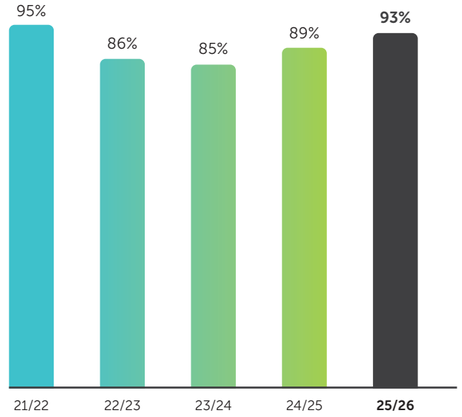
In 2025/26, the market share of vehicle manufacturers contributing to the Scheme was 1.4% based on the number of tyres sold attached to vehicles, compared with 3% in 2024/25. Participation in this segment continues to be limited following the departure of **Volkswagen** and **Mercedes-Benz**, leaving **Porsche** as the only participating vehicle manufacturer.

TSA is continuing to engage with global manufacturers to highlight the benefits of accreditation, the importance of creating a level playing field across all tyre import streams, and the role that consistent participation plays in delivering stronger stewardship outcomes.

Note: Following the availability of more granular data in FY2025/26, a revised methodology was adopted for calculating contributing vehicle manufacturer market share. The updated approach uses tyres sold on vehicles rather than vehicle sales. This change has only a marginal impact on the results and does not affect comparisons with previous years.



Accredited tyre retailers market share



Accredited tyre recyclers market share
(by tonnes of EOL tyres processed for recovery)

KPI 2C:
Accredited Tyre Retailers

Tyre retailers range from large national chains to small independents, mobile fitters and online sellers. This diversity makes retailer participation both crucial and complex.

In 2025/26, TSA estimates that retailers accredited under the Scheme accounted for 49% of passenger tyre sales by unit sales. While large chains continue to participate strongly, coverage in fragmented low-cost segments remains challenging.

Note: Following the availability of more granular data after 2021/22, a revised methodology was adopted for calculating accredited retailer market share. The published 2021/22 result is shown for consistency with historical reporting; however, application of the current methodology to 2021/22 yields an estimated market share of 47%.

KPI 2D:
Accredited Tyre Recyclers

Recyclers play a critical role in converting collected tyres into tyre-derived material (TDM). Their participation ensures that tyres are directed into productive material recovery rather than low-value disposal. Accredited recycler market share is calculated based only on material that is recovered following primary or secondary processing (excluding reuse and repurposing).

In 2025/26, accredited recyclers accounted for 93% of the processed recovery market, compared with 89% in 2024/25. The number of accredited recyclers continued to grow, reinforcing the Scheme's coverage across the recovery sector.

KPI 3

Users seeking accreditation through the TSA website and increased website traffic

TSA continued to strengthen its digital presence during FY2025–26, driving increased website traffic and engagement across key industry and consumer audiences.

Strong performance was driven by a combination of targeted market development campaigns and the ongoing success of the My Tyres My Choice consumer awareness campaign.

The website's highest-performing pages reflected TSA's strategic focus on market development and stewardship participation.

The **Crumb Rubber Resource Centre** recorded 83,990 page views, highlighting strong local council and industry demand for information on tyre-derived products and procurement opportunities, particularly in road and infrastructure projects.

Website visits – Covering 1 July 2025 to 30 June 2026

Visit type	FY22	FY23	FY24	FY25	FY26	Change %
Active users/visitor sessions	48k	144k	56k	**149k**	**163k**	▲+9.4%
All (year total) – Page views	107k	203k	95k	**247k**	**289k**	▲+17%
All (monthly average)	9k	17k	8k	**20k**	**24k**	▲+20%

Top 5 visited pages – Covering 1 July 2025 to 30 June 2026

Page	Page views FY26
Market Development – Crumb Rubber Resource Centre	83,990
My Tyres My Choice – Consumer Landing Page	62,425
Market Development – Apply for Funding	12,355
Find Accredited Tyre Retailers	11,834
Find Accredited Tyre Recyclers & Collectors	9,283

The **My Tyres My Choice** consumer landing page attracted 62,425 page views, demonstrating continued public interest in responsible tyre disposal and helping connect consumers with TSA Accredited Retailers.

Increased website traffic was also supported by TSA's ***Tyred & Wasted*** documentary, which received national coverage through **A Current Affair** and the **ABC**. The campaign helped raise awareness of the challenges posed by illegally dumped tyres in communities across Australia, and the limitations of a voluntary tyre stewardship scheme.

Performance was further supported by two integrated campaigns delivered throughout the year, combining digital advertising, social media, eDMs, editorial content and stakeholder communications. **The Crumb Rubber Procurement** campaign helped build awareness of opportunities to use tyre-derived materials in infrastructure projects, while the **Market Development Fund** campaign promoted TSA funding opportunities and encouraged industry participation.

Together, these campaigns increased awareness of TSA's programs, connected stakeholders with key resources and opportunities, and supported participation across accreditation, procurement and market development initiatives. In doing so, they contributed to TSA's strategic mission of maximising the circular value of end-of-life tyres and advancing Australia's circular economy.

KPI 4

Growth of the demand for Australian tyre-derived material associated with market development activities promoted, funded and/or supported by TSA

KPI 4A: Market Development Projects

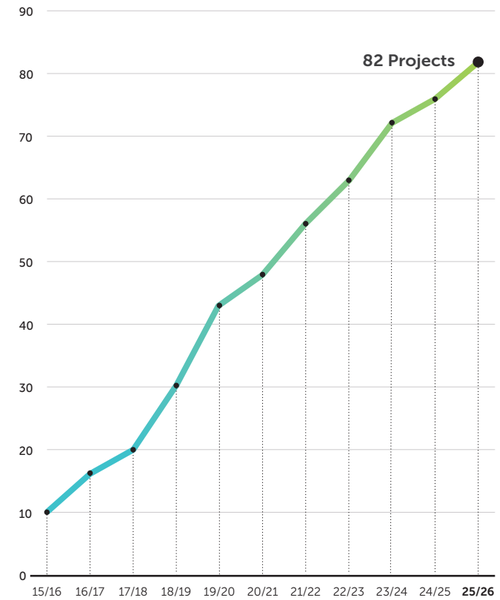
The growth of domestic markets for tyre-derived material is essential to reducing reliance on export markets and landfill. TSA's Market Development Fund enables innovation and commercialisation of products that embed tyre-derived material into mainstream industries.

In 2025/2026, TSA supported six new projects, committing approximately $1.1 million.

Since its establishment, the Market Development Fund has now supported 82 projects, 70 of which have been completed. These span applications from roads and construction through to advanced material research, with a total commitment of almost $12.5 million.

Through TSA's investment and the financial and in-kind contributions of industry partners, TSA has helped unlock a combined $42 million in investment.

Cumulative number of MD projects funded/committed

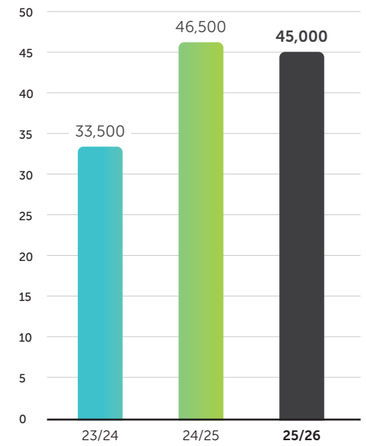


KPI 4B: Growth in Domestic Markets

TSA's levy-funded research and development into, and promotion of, effective uses for end-of-life tyres is helping to grow local demand for tyre-derived products and make tyre recycling more commercially viable. This work sits alongside the broader stewardship scheme, the regulatory framework that supports it, and the efforts of others across the sector. While outcomes cannot be attributed to any single factor, TSA's work forms an important part of the environment that supports growth in domestic markets.

In 2025/26, TSA-accredited recyclers supplied 45,000 tonnes of rubber products (excluding steel and textile) to domestic markets spanning reuse, recycling, and energy recovery. Following the significant increase from 33,500 tonnes in 2023/24 to 46,500 tonnes in 2024/25, volumes remained at historically high levels. This indicates that the substantial market expansion achieved in the previous year has largely been retained rather than proving temporary. These results reflect continued demand for tyre-derived materials, particularly in road construction and domestic energy recovery markets.

TSA participant supply to domestic markets
(excluding. steel, textile)



Financial Report

Directors' Report

30 June 2026

The directors present their report on Tyre Stewardship Australia Ltd for the financial year ended 30 June 2026.

Information on directors

The names of each person who has been a director during the year and to the date of this report are:

David Fraser

Chair (from Nov 2025)

David Fraser was appointed an independent Director in July 2023 and now serves as Independent Chair of the Board, as well as a member of Tyre Stewardship Australia's People, Culture and Remuneration, and the Finance, Risk, Audit and Governance Committees. He is an accomplished Chair and Non-Executive Director with more than 25 years of CEO and board leadership, specialising in strategic growth, corporate governance and people and culture transformation across ASX-listed and private entities.

David has enjoyed a long career in the automotive industry, including as Group CEO of Capricorn Society, Australia and New Zealand's largest automotive co-operative, and senior leadership roles at ASX-listed Ausdrill and Coventry Group Ltd. In 2022 he was inducted into the AAAA Hall of Fame.

He is currently Chair of the WA Motor Industry Foundation, a Non-Executive Director of Good Sammy Enterprises and a Non-Executive Director of Major LB Pty Ltd. David holds an MBA, is a Graduate of the Australian Institute of Company Directors, and has completed Harvard Business School's Advanced Management Program. He is also a Fellow of the AICD and Australian Institute of Management.

Lou Mandanici

Director

Lou brings over four decades of experience in the automotive industry, having held a broad range of senior positions across sales, franchising, retail, fleet, supply chain, product and marketing, general management, and directorships with Goodyear. His extensive and diverse background provides a strategic perspective on the evolving challenges and opportunities facing the tyre industry.

Lou has been actively involved with TSA since its inception. A committed advocate for environmental responsibility, he has a well-developed understanding of the critical role all stakeholders — including manufacturers, importers, distributors, wholesalers, retailers, recyclers, researchers and government — play in advancing a sustainable tyre industry.

He holds a Master of Business Administration from RMIT University, has served in various executive and non-executive directorships, and currently serves as Chair of the TSA People, Culture and Remuneration Committee.

Joanne Hayes

Director

Jo Hayes brings over 15 years of expertise in the tyre industry and currently serves as the Head of Corporate Affairs for Bridgestone Australia and New Zealand, where she is also a member of the Executive Leadership Team. In addition to a strong background in corporate social responsibility, corporate communication, crisis management, public relations, and retail and brand marketing, Jo spearheads the strategic development and implementation of the company's sustainability strategy across the Australia and New Zealand businesses. Her efforts are aimed at achieving both global and local sustainability targets, focusing on carbon emission reduction, material circularity and social contribution. In addition to her local responsibilities, Jo holds a position on Bridgestone's Regional Sustainability Leadership Team, collaborating closely with stakeholders in the China Asia Pacific region. Jo is also a member of the Finance, Risk, and Audit Committee at Tyre Stewardship Australia.

Mitchell Golledge

Director

Mitchell Golledge is an accomplished business leader with over four decades of experience spanning manufacturing, retail, marketing, and distribution across developed and emerging markets. He currently serves as Head of East Region Asia Pacific and Managing Director of Continental Tyres Australia, having joined Continental in 2013 and progressed through senior marketing and leadership roles, including Head of Marketing APAC based in Shanghai.

Earlier in his career, Mitchell held executive positions including Chief Marketing Officer and CEO Asia with Methven Group, and senior marketing roles with Irwin Industrial Tools and Mistral International. More than two decades living and working across Asia have given him deep cross-cultural insight and strong stakeholder relationships.

Mitchell has served as a Non-Executive Director of Tyre Stewardship Australia since March 2020. Known for his commercial acumen and empathetic leadership style, he is passionate about building high-performing teams.

Dr Lorraine Stephenson

Director - Circular Economy

Dr Lorraine Stephenson GAICD FTSE is an international expert in climate change strategy and risk management. Founder and Principal Consultant of Lightning Consulting Services, Lorraine works with clients to mitigate climate-related risks and create opportunities to accelerate the transition to net zero emissions (NZE).

Lorraine specialises in translating environmental, social and governance (ESG) performance into strong financial returns and advising clients on Circular Economy strategies that align sustainability with commercial value. Her clients are predominantly ASX-listed companies in the energy, mining and manufacturing sectors.

Lorraine is an experienced Non-Executive Director with previous board roles in the energy, agriculture and sustainable production sectors. Her previous roles include Member of the Victorian Government's Interim Targets Independent Expert Panel, Chief Clean Energy Advisor to the Queensland Government, Member of NSW Climate Change Council, and a Partner at EY. She began her career in research and development with CSIRO and CSR, before moving into senior management roles at Caltex, Boral, and Origin Energy. Lorraine is a Graduate of the Australian Institute of Company Directors and a Fellow of the Australian Academy of Technological Sciences and Engineering.

Vaughan Levitzke

Director - Circular Economy

Vaughan Levitzke is well known for his dedication to improving South Australia's waste and recycling sector and beginning its circular economy journey . At the SA EPA he helped expand container deposits in 2002 and regulated the tyre industry, before becoming inaugural Chief Executive of Zero Waste SA in 2003, a separate statutory government entity with its own Act. There he went on to oversee 5 waste strategies, Australia's first legislated single-use plastic bags ban (2009), the formation of Green Industries SA (2016), and Australia's first circular economy strategy (2017). He also delivered Australia's first legislated ban on single-use plastic items (2021) and led the waste cleanup following the 2019–2020 bushfires, alongside investment of hundreds of millions of dollars in recycling infrastructure and research grants in SA over many years.

Vaughan received the Public Service Medal in 2015 and the international IconSWM-CE Lifetime Achievement Award in 2021. He left government in July 2021 after 43 years, including 17 as a Chief Executive. He now leads his consulting firm, Circular Economy Advisory, is a former member of the Commonwealth Government's Ministerial Circular Economy Advisory Group and is a board member of Product Stewardship Australia.

Oliver Biggart

Director

Oliver Biggart holds a degree in Commerce and International Management from the University of Melbourne and began his career with Honda Motor Vehicles in Australia. He joined Michelin Australia's marketing team in 2005, moving into sales roles in the UK in 2008 before returning to Australia as Marketing Manager for both the B2C and B2B business lines in 2010. From 2015 he held a range of senior roles across Europe and Asia, spanning Retail and Customer Marketing in Europe and High-Performance Tyres across East Asia and Australia. In 2020 he was appointed Managing Director for Malaysia, Singapore and Brunei, before returning to Australia in 2022 as Managing Director and Commercial Director, B2C Oceania.

Oliver was appointed to the Board of Tyre Stewardship Australia in February 2026.

David Spear FAICD

Chair (to Nov 2025)

David Spear is an experienced Company Director and Governance Consultant. He is currently Independent Chairman of Office Brands Australia, Non-Executive Director of Unity Housing, Non-Executive Director of Central Adelaide Waste Recycling Authority, Chairman of Big River Pork and a Director of VUCA Pty Ltd.

David has been a partner and Director of national governance consulting firm VUCA Trusted Advisors for the last 10 years working with organisations and Boards across the country. Prior to this he spent 8 years as SA/NT State Director of the Australian Institute of Company Directors, learning and developing his unique skills to assist Boards and Company's in Corporate Governance and Board Performance Evaluation. David has over 30 years' experience in commercial business management, and brings tremendous expertise in corporate governance, ethics, strategy and decision making. In November 2013, David attended the Harvard Business School, in Boston Massachusetts, where he studied Board Governance. David is a Fellow of the Australian Institute of Company Directors, a Fellow of the Australian Institute of Management and an Alumni member of Harvard Business School Governance Program.

David was appointed to the TSA Board of Directors in August 2016 and is the Chair of Tyre Stewardship Australia and a member of TSA's Finance, Risk, and Audit and Governance Committee and People, Culture and Remuneration Committee.

David resigned from the Board of Directors in November 2025.

Rogerio Cortes

Director

Rogerio Cortes has over 40 years in the tyre industry, having held extensive international experience in manufacturing, research & development, marketing & sales in South America, Europe, and Australia. Working in the Mining sector for the past 24 years he was most recently Director of Michelin Australia PTY and managed the Michelin Mining Business for ANZ, Southeast Asia, and Japan. A Mechanical engineer by training, with a Masters of Business Administration from UFRJ University (Brazil), Rogerio served as Director on the Board of Tyre Stewardship Australia since 2023-2026, stepping down upon his retirement from Michelin in February 2026.

Directors have been in office since the start of the financial year to the date of this report unless otherwise stated.

Company secretary

Silvio de Denaro (BA Hons) has served as Company Secretary of Tyre Stewardship Australia since its establishment.

A graduate of the University of Sussex (UK), where he completed a thesis on the integration of the European aerospace industry, Silvio has held a number of senior management positions in sales and marketing, particularly across the aviation and automotive sectors. He has been directly involved in the tyre industry since 1983, including as Australian CEO for a major manufacturer.

Silvio worked closely with government and other key stakeholders to develop the Product Stewardship Scheme, which culminated in the granting of ACCC authorisations in April 2013.

Principal activities

The principal activity of Tyre Stewardship Australia Limited during the financial year was the management of the voluntary Tyre Product Stewardship Scheme as per the initial Australian Competition and Consumer Commission (ACCC) authorisation on 11 April 2013 for 5 years (Authorisation Numbers A91336-A91337) and re-authorisation on 15 June 2018 for a period of 6 years (Authorisation Number AA1000409). The ACCC revoked Authorisation AA1000409 and granted re-authorisation until 2 September 2027 (Authorisation Number AA1000655). This determination was made on 2 September 2024 and came into force on 24 September 2024. TSA is insured for Directors and Officers (D&O) Liability Insurance. D&O Insurance provides protection against legal actions, attracts and retains talent, safeguards financial health and demonstrates a commitment to good corporate governance and risk management.

The operation of the scheme involves:

i. Contributing to research and development of solutions for end-of-life tyres including developing new markets for tyre derived products;
ii. Accreditation and audit of participants in the scheme;
iii. Communicating and educating on the subject of end-of-life of tyres.

No significant changes in the nature of the Company's activity occurred during the financial year.

Short & long term objectives

The Company's short-term and long-term objectives are detailed in Tyre Stewardship Australia Ltd 2026 Annual Report.

Strategy for achieving the objectives

To achieve these objectives, the Company has adopted the strategic pillars and objectives which are outlined Tyre Stewardship Australia Ltd 2025-2028 Strategic Plan.

Performance measures

The Company measures its own performance through measures that are described in Tyre Stewardship Australia Ltd 2026 Annual Report.

Members' guarantee

Tyre Stewardship Australia Ltd is a company limited by guarantee. In the event of, and for the purpose of winding up of the company, the amount capable of being called up from each member and any person or association who ceased to be a member in the year prior to the winding up, is limited to $ 100 for members that are corporations and $ 100 for all other members, subject to the provisions of the company's constitution.

At 30 June 2026 the collective liability of members was $ 1,200 (2025: $ 1,100).

Events after the reporting date

No matters or circumstances have arisen since the end of the financial year which significantly affected or could significantly affect the operations of the Company, the results of those operations or the state of affairs of the Company in future financial years.

Future developments and results

Likely developments in the operations of the Company and the expected results of those operations in future financial years have not been included in this report as the inclusion of such information is likely to result in unreasonable prejudice to the Company.

Environmental issues

The Company's operations are not regulated by any significant environmental regulations under a law of the Commonwealth or of a state or territory of Australia.

Meetings of directors

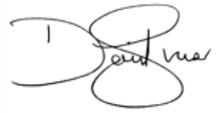
During the financial year, 5 meetings of directors (including committees of directors) were held. Attendances by each director during the year were as follows:

	Directors' Meetings (Excluding Committees)		Finance, Risk, Audit and Governance Committee		Research Advisory Committee		People, Culture and Remuneration Committee	
	Number eligible to attend	Number attended	Number eligible to attend	Number attended	Number eligible to attend	Number attended	Number eligible to attend	Number attended
David Fraser	5	5	4	2	-	-	3	3
Lou Mandanici	5	5	-	-	-	-	3	3
Joanne Hayes	5	4	7	6	-	-	-	-
Mitchell Golledge	5	5	6	6	-	-	-	-
Dr Lorraine Stephenson	5	5	-	-	5	5	-	-
Vaughan Levitzke	5	5	-	-	5	3	-	-
Oliver Biggart	2	1	2	2	-	-	-	-
David Spear FAICD	1	1	3	3	-	-	2	1
Rogerio Cortes	3	3	-	-	-	-	-	-

Auditor's independence declaration

The lead auditor's independence declaration in accordance with section 307C of the Corporations Act 2001, for the year ended 30 June 2026 has been received and can be found on page 6 of the financial report.

Signed in accordance with a resolution of the Board of Directors:



Director: David Fraser



Director: Joanne Hayes

Dated this 23rd day of September 2026

LDAssurance
CHARTERED ACCOUNTANTS

LDAssurance Pty Ltd
Level 6, 330 Collins Street
Melbourne Victoria 3000
Telephone +61 3 9988 2090
www.LDAssurance.com.au
ABN 89 146 147 202

Lead Auditor's Independence Declaration to under Section 307C of the *Corporations Act 2001*

To the Directors of Tyre Stewardship Australia Ltd:

I declare that, to the best of my knowledge and belief, in relation to the audit for the financial year ended 30 June 2026 there has been:

- no contraventions of the auditor independence requirements as set out in the *Corporations Act 2001* in relation to the audit; and
- no contraventions of any applicable code of professional conduct in relation to the audit.

LDAssurance
Chartered Accountants

Stephen O'Kane
Partner

Dated this 28th day of September 2026
At 330 Collins Street, Melbourne.

Statement of Profit or Loss and Other Comprehensive Income

For the Year Ended 30 June 2026

	Note	2026 $	2025 $
Revenue	4	**6,987,349**	7,238,982
Finance income	4	**82,220**	115,777
Other income	4	**243,309**	47,612
Employee benefits expense		**(2,498,788)**	(2,223,203)
Depreciation and amortisation		**(294,125)**	(266,204)
Market development expenses		**(1,362,915)**	(1,514,016)
Advertising and marketing expenses		**(689,287)**	(833,396)
Consultancy expenses		**(2,235,580)**	(1,880,213)
Travel expenses		**(409,296)**	(358,335)
Other expenses		**(242,867)**	(231,272)
Finance costs		**(28,317)**	(36,723)
Loss on disposal of plant and equipment		**(6,644)**	-
Profit/(loss) for the year		**(454,941)**	59,009
Other comprehensive income			
Other comprehensive income for the year		**-**	-
Total comprehensive income for the year		**(454,941)**	59,009

Statement of Financial Position
As At 30 June 2026

	Note	2026 $	2025 $
ASSETS			
CURRENT ASSETS			
Cash and cash equivalents	5	**1,717,375**	2,490,873
Trade and other receivables	6	**350,815**	338,793
Other financial assets	7	**383,932**	375,266
Other assets	10	**865,012**	752,953
TOTAL CURRENT ASSETS		**3,317,134**	3,957,885
NON-CURRENT ASSETS			
Property, plant and equipment	8	**43,930**	74,442
Intangible assets	9	**101,387**	144,644
Right-of-use assets	11	**530,232**	749,639
TOTAL NON-CURRENT ASSETS		**675,549**	968,725
TOTAL ASSETS		**3,992,683**	4,926,610
LIABILITIES			
CURRENT LIABILITIES			
Trade and other payables	12	**607,971**	941,496
Lease liabilities	11	**229,063**	210,955
Employee benefits	13	**210,245**	113,741
TOTAL CURRENT LIABILITIES		**1,047,279**	1,266,192
NON-CURRENT LIABILITIES			
Lease liabilities	11	**356,488**	585,551
Employee benefits	13	**53,392**	84,402
TOTAL NON-CURRENT LIABILITIES		**409,880**	669,953
TOTAL LIABILITIES		**1,457,159**	1,936,145
NET ASSETS		**2,535,524**	2,990,465
EQUITY			
Retained earnings		**2,535,524**	2,990,465
TOTAL EQUITY		**2,535,524**	2,990,465

Statement of Changes in Equity
For the Year Ended 30 June 2026

2026

	Retained Earnings $	Total $
Balance at 1 July 2025	**2,990,465**	**2,990,465**
Loss for the year	**(454,941)**	**(454,941)**
Balance at 30 June 2026	**2,535,524**	**2,535,524**

2025

	Retained Earnings $	Total $
Balance at 1 July 2024	2,931,456	2,931,456
Profit for the year	59,009	59,009
Balance at 30 June 2025	2,990,465	2,990,465

Statement of Cash Flows
For the Year Ended 30 June 2026

	Note	2026 $	2025 $
CASH FLOWS FROM OPERATING ACTIVITIES:			
Receipts from levies		**7,966,626**	7,819,140
Payments to suppliers and employees		**(8,566,812)**	(7,672,735)
Interest received		**82,220**	115,777
Interest paid		**(28,317)**	(36,723)
Net cash provided by/(used in) operating activities	19	**(546,283)**	225,459
CASH FLOWS FROM INVESTING ACTIVITIES:			
Payment for intangible assets		**-**	(16,873)
Purchase of property, plant and equipment		**(7,594)**	(28,811)
Purchase of investments		**(8,666)**	(9,329)
Net cash provided by/(used in) investing activities		**(16,260)**	(55,013)
CASH FLOWS FROM FINANCING ACTIVITIES:			
Payment of lease liabilities		**(210,955)**	(193,902)
Net cash provided by/(used in) financing activities		**(210,955)**	(193,902)
Net increase/(decrease) in cash and cash equivalents held		**(773,498)**	(23,456)
Cash and cash equivalents at beginning of year		**2,490,873**	2,514,329
Cash and cash equivalents at end of financial year	5	**1,717,375**	2,490,873

Notes to the Financial Statements
For the Year Ended 30 June 2026

The financial report covers Tyre Stewardship Australia Ltd as an individual entity. Tyre Stewardship Australia Ltd is a not-for-profit Company limited by guarantee, incorporated and domiciled in Australia.

The principal activities of the Company for the year ended 30 June 2026 was the management of the voluntary Tyre Product Stewardship Scheme as per the initial Australian Competition and Consumer Commission (ACCC) authorisation on 11 April 2013 for 5 years (Authorisation Numbers A91336-A91337), re-authorisation on 15 June 2018 for a period of 6 years (Authorisation Number AA1000409) and re-authorisation on 2 September 2024 for a period of 3 years (Authorisation Number AA1000655).

The operation of the scheme involves:

i) Contributing to research and development of solutions for end of life tyres including developing new markets for tyre derived products;

ii) Accreditation and audit of participants in the scheme; and

iii) Communicating and educating on the subject of end of life of tyres

The functional and presentation currency of Tyre Stewardship Australia Ltd is Australian dollars.

Comparatives are consistent with prior years, unless otherwise stated.

1 Basis of Preparation

The financial statements are general purpose financial statements that have been prepared in accordance with the Australian Accounting Standards - Simplified Disclosures and the *Corporations Act 2001*.

The financial statements have been prepared on an accruals basis and are based on historical costs modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and financial liabilities.

Material accounting policy information is consistent with prior reporting periods unless otherwise stated.

2 Material Accounting Policy Information

(a) Revenue and other income

Revenue from contracts with customers

Revenue is recognised on a basis that reflects the transfer of control of promised goods or services to customers at an amount that reflects the consideration the Company expects to receive in exchange for those goods or services.

Generally the timing of the payment for sale of goods and rendering of services corresponds closely to the timing of satisfaction of the performance obligations, however where there is a difference, it will result in the recognition of a receivable, contract asset or contract liability.

None of the revenue streams of the Company have any significant financing terms as there is less than 12 months between receipt of funds and satisfaction of performance obligations.

Other income

Other income is recognised on an accruals basis when the Company is entitled to it.

Notes to the Financial Statements
For the Year Ended 30 June 2026

2 Material Accounting Policy Information

(b) Income tax

The Company is exempt from income tax under Division 50 of the *Income Tax Assessment Act 1997*.

(c) Goods and services tax (GST)

Revenue, expenses and assets are recognised net of the amount of goods and services tax (GST), except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO).

Receivables and payable are stated inclusive of GST.

Cash flows in the statement of cash flows are included on a gross basis and the GST component of cash flows arising from investing and financing activities which is recoverable from, or payable to, the taxation authority is classified as operating cash flows.

(d) Volunteer services

No amounts are included in the financial statements for services donated by volunteers.

(e) Property, plant and equipment

Each class of property, plant and equipment is carried at cost less, where applicable, any accumulated depreciation and impairment.

Items of property, plant and equipment acquired for significantly less than fair value have been recorded at the acquisition date fair value.

Depreciation

Property, plant and equipment, excluding freehold land, is depreciated on a straight-line basis over the asset's useful life to the Company, commencing when the asset is ready for use.

The depreciation rates used for each class of depreciable asset are shown below:

Fixed asset class	Depreciation rate
Furniture, Fixtures and Fittings	20%-50%
Office Equipment	10%-100%
Computer Equipment	50%-100%

Notes to the Financial Statements
For the Year Ended 30 June 2026

2 Material Accounting Policy Information

(f) Leases

The right-of-use asset is measured using the cost model, depreciated over the lease term on a straight-line basis and assessed for impairment in accordance with the impairment of assets accounting policy.

Exceptions to lease accounting

The Company has elected to apply the exceptions to lease accounting for both short-term leases (i.e. leases with a term of less than or equal to 12 months) and leases of low-value assets. The Company recognises the payments associated with these leases as an expense on a straight-line basis over the lease term.

(g) Financial instruments

Financial assets

Amortised cost

The Company's financial assets measured at amortised cost comprise trade and other receivables and cash and cash equivalents in the statement of financial position.

Trade receivables

The Company has determined the probability of non-payment of the receivable and multiplied this by the amount of the expected loss arising from default.

The amount of the impairment is recorded in a separate allowance account with the loss being recognised in finance expense. Once the receivable is determined to be uncollectable then the gross carrying amount is written off against the associated allowance.

Where the Company renegotiates the terms of trade receivables due from certain customers, the new expected cash flows are discounted at the original effective interest rate and any resulting difference to the carrying value is recognised in profit or loss.

Financial liabilities

The financial liabilities of the Company comprise trade payables and lease liabilities.

Notes to the Financial Statements
For the Year Ended 30 June 2026

2 Material Accounting Policy Information

(h) Intangible assets

Amortisation

Amortisation is recognised in profit or loss on a straight-line basis over the estimated useful lives of intangible assets, from the date that they are available for use.

Amortisation methods, useful lives and residual values are reviewed at each reporting date and adjusted if appropriate.

The amortisation rates used for each class of amortisable asset are shown below:

Category of intangible asset	Amortisation rate
Computer software	25%-50%

(i) Adoption of new and revised accounting standards

The Company has adopted all standards which became effective for the first time at 30 June 2026, the adoption of these standards has not caused any material adjustments to the reported financial position, performance or cash flow of the Company.

3 Critical Accounting Estimates and Judgments

The directors make estimates and judgements during the preparation of these financial statements regarding assumptions about current and future events affecting transactions and balances.

These estimates and judgements are based on the best information available at the time of preparing the financial statements, however as additional information is known then the actual results may differ from the estimates.

The significant estimates and judgements made have been described below.

Key estimates - receivables

The receivables at the reporting date have been reviewed to specifically provide for any debts which are considered irrecoverable. The remaining debts have been subject to expected credit loss testing based on the history of the association with the counterparty, the current economic climate and any future expectations relating to the industry and circumstances of the counterparty.

Key estimates - Economic Dependency and Going Concern Assumption

Tyre Stewardship Australia Limited is dependent on Tyre importers who are voluntary contributors of the 'Tyre Product Stewardship Scheme' for the majority of its revenue to operate the business. At the date of this report, the Board of Directors has no reason to believe that the tyre importers will exit the Tyre Stewardship Scheme.

The Tyre Product Stewardship Scheme (TPSS) which is administered by Tyre Stewardship Australia (TSA) was reauthorised by the Australian Competition and Consumer Commission (ACCC) on the 2 September 2024, coming into effect 24 September 2024. Authorisation period was for three years, bringing the current Scheme expiry at 24 September 2027. TSA is insured for Directors and Officers (D&O) Liability Insurance. D&O Insurance provides protection against legal actions, attracts and retains talent, safeguards financial health and demonstrates a commitment to good corporate governance and risk management.

Notes to the Financial Statements
For the Year Ended 30 June 2026

3 Critical Accounting Estimates and Judgments

Key estimates - Tyre sales volumes

Levy revenue is based on reported tyre sales volumes reported by participating importers, for confidentiality reasons actual sales volumes are not reported by participants to the company. As such the levy funding process is managed by a third party, and the company is reliant on volumes reported being accurate and complete in order to correctly calculate reported revenue.

4 Other Revenue and Income

	2026 $	2025 $
Revenue from operations		
- Royalties	**6,987,349**	7,238,982
Other Income		
- Finance income	**82,220**	115,777
- Other income	**243,309**	47,612
	7,312,878	7,402,371

Disaggregation of revenue from contracts with customers

Revenue from contracts with customers has been disaggregated into point in time and over time, and the following table shows this breakdown:

Disaggregation Category		
- Point in time	**243,307**	47,612
- Over time	**6,987,349**	7,238,982
	7,230,656	7,286,594

5 Cash and Cash Equivalents

Cash at bank	**1,717,375**	2,490,873
	1,717,375	2,490,873

6 Trade and Other Receivables

CURRENT		
Trade receivables	**348,003**	335,981
Other receivables	**2,812**	2,812
Total current trade and other receivables	**350,815**	338,793

Notes to the Financial Statements
For the Year Ended 30 June 2026

7 Other Financial Assets

	2026 $	2025 $
CURRENT		
ANZ Term Deposit	**225,315**	216,649
ANZ Bank Guarantee	**158,617**	158,617
	383,932	375,266

8 Property, Plant and Equipment

Furniture, fixtures and fittings		
At cost	**8,709**	15,115
Accumulated depreciation	**(3,099)**	(6,741)
Total furniture, fixtures and fittings	**5,610**	8,374
Office equipment		
At cost	**42,728**	45,805
Accumulated depreciation	**(27,860)**	(27,357)
Total office equipment	**14,868**	18,448
Computer equipment		
At cost	**57,520**	83,408
Accumulated depreciation	**(47,129)**	(58,431)
Total computer equipment	**10,391**	24,977
Leasehold Improvements		
At cost	**37,336**	45,073
Accumulated depreciation	**(24,275)**	(22,430)
Total leasehold improvements	**13,061**	22,643
Total property, plant and equipment	**43,930**	74,442

Notes to the Financial Statements
For the Year Ended 30 June 2026

8 Property, Plant and Equipment

Movement in the carrying amounts for each class of property, plant and equipment between the beginning and the end of the current financial year:

	Furniture, Fixtures and Fittings $	Office Equipment $	Computer Equipment $	Leasehold Improvements $	Total $
Year ended 30 June 2026					
Balance at the beginning of year	**8,373**	**18,449**	**24,977**	**22,643**	**74,442**
Additions	**-**	**-**	**7,594**	**-**	**7,594**
Disposals - written down value	**(1,444)**	**(1,019)**	**(3,933)**	**(248)**	**(6,644)**
Depreciation expense	**(1,319)**	**(2,562)**	**(18,247)**	**(9,334)**	**(31,462)**
Balance at the end of the year	**5,610**	**14,868**	**10,391**	**13,061**	**43,930**

9 Intangible Assets

	2026 $	2025 $
Computer software		
Cost	**238,428**	238,428
Accumulated amortisation	**(137,041)**	(93,784)
Total Intangible assets	**101,387**	144,644

Movement in the carrying amounts for each class of intangibles between the beginning and the end of the current financial year:

	Computer software $	Total $
Year ended 30 June 2026		
Balance at the beginning of the year	**144,644**	**144,644**
Amortisation	**(43,257)**	**(43,257)**
Closing value at 30 June 2026	**101,387**	**101,387**

Notes to the Financial Statements
For the Year Ended 30 June 2026

10 Other Assets

	2026	2025
	$	$
CURRENT		
Prepayments	**203,758**	101,509
Accrued income	**652,894**	643,084
Security deposits	**8,360**	8,360
	865,012	752,953

11 Leases

Terms and conditions of leases

The Company have entered a lease over an office premise for their principal place of business in Melbourne, Australia. The lease is for 5 years, starting in December 2023. The lease will provide the company with a dedicated office space until November 2028. Key terms include the agreed-upon rent, a security deposit, and specific maintenance responsibilities

Right-of-use assets

	Buildings	Total
	$	$
Year ended 30 June 2026		
Balance at beginning of year	**749,639**	**749,639**
Depreciation charge	**(219,407)**	**(219,407)**
Balance at end of year	**530,232**	**530,232**

Lease liabilities

The maturity analysis of lease liabilities based on contractual undiscounted cash flows is shown in the table below:

	< 1 year	1 - 5 years	> 5 years	Total undiscounted lease liabilities	Lease liabilities included in this Statement Of Financial Position
	$	$	$	$	$
2026					
Lease liabilities	**248,246**	**366,510**	-	**614,756**	**585,551**
2025					
Lease liabilities	239,273	614,756	-	854,029	796,506

Notes to the Financial Statements
For the Year Ended 30 June 2026

12 Trade and Other Payables

	2026	2025
	$	$
CURRENT		
Trade payables	**422,228**	785,136
Sundry payables and accrued expenses	**185,743**	156,360
	607,971	941,496

Trade and other payables are unsecured, non-interest bearing and are normally settled within 30 days. The carrying value of trade and other payables is considered a reasonable approximation of fair value due to the short-term nature of the balances.

13 Employee Benefits

Current liabilities		
Long service leave	**94,143**	20,989
Annual leave	**116,102**	92,752
	210,245	113,741
Non-current liabilities		
Long service leave	**53,392**	84,402
	53,392	84,402

14 Financial Risk Management

Financial assets		
Held at amortised cost		
Cash and cash equivalents	**1,717,375**	2,490,873
Trade and other receivables	**350,815**	338,793
Other financial assets	**383,932**	375,266
Total financial assets	**2,452,122**	3,204,932
Financial liabilities		
Financial liabilities measured at amortised cost		
Trade and other payables	**607,972**	941,497
Lease liabilities	**585,551**	796,506
Total financial liabilities	**1,193,523**	1,738,003

15 Members' Guarantee

The Company is incorporated under the *Corporations Act 2001* and is a Company limited by guarantee. If the Company is wound up, the constitution states that each member is required to contribute a maximum of $ 100 each towards meeting any outstanding obligations of the Company. At 30 June 2026 the number of members was 12 (2025: 11).

Notes to the Financial Statements
For the Year Ended 30 June 2026

16 Key Management Personnel Disclosures

The remuneration paid to key management personnel of the Company is $ 623,715 (2025: $ 817,442).

17 Auditors' Remuneration

	2026	2025
	$	$
Remuneration of the auditor LDAssurance, for:		
- auditing the financial statements	**18,500**	18,000
Total	**18,500**	18,000

18 Contingencies

Tyre Stewardship Australia Ltd had the following contingent liabilities at the end of the reporting period:

As at 30 June 2026, Tyre Stewardship Australia Limited had signed and entered into various ongoing research project funding agreements and market development contracts. At 30 June 2026, the cumulative amount of contracts in total is $2,329,077 exclusive of GST (2025: $2,738,947)

Payments are made to the contracting parties subject to various conditions being met in particular milestones as specified in the agreement. Pursuant to the Accounting Standards, the Company has recognised the liability and expense amounts relating to milestones that have been reached at 30 June 2026. The balance of the contracts that will be payable upon the remaining milestones being reached is accounted for as a contingent liability and amount to $625,742 exclusive of GST at 30 June 2026 (2025: $816,001).

Tyre Stewardship Australia Limited have spent a total of $12,424,810 (2025: $11,015,309) on research projects and market development contracts in total. At 30 June 2026, $10,817,983 of contracts have been completed (2025: $10,199,308), these projects have been removed as contingent liabilities.

19 Cash Flow Information

Reconciliation of net income to net cash provided by operating activities:		
Profit/(loss) for the year	**(454,941)**	59,009
Non-cash flows in profit:		
- depreciation and amortisation	**294,125**	266,204
- loss on disposal of property, plant and equipment	**6,643**	-
Changes in assets and liabilities:		
- (increase)/decrease in trade and other receivables	**(12,021)**	(163,392)
- (increase)/decrease in other assets	**(112,058)**	(98,091)
- increase/(decrease) in trade and other payables	**(333,525)**	136,438
- increase/(decrease) in employee benefits	**65,494**	25,291
Cashflows from operations	**(546,283)**	225,459

20 Related Parties

Transactions between related parties are on normal commercial terms and conditions no more favourable than those available to other parties unless otherwise stated. Related party transactions are governed by statutory and common law duties, *Corporations Act 2001*; and Tyre Stewardship's Constitution, Board Charter and Conflict of Interest Policy.

Notes to the Financial Statements
For the Year Ended 30 June 2026

21 Events After the End of the Reporting Period

No matters or circumstances have arisen since the end of the financial year which significantly affected or may significantly affect the operations of the Company, the results of those operations or the state of affairs of the Company in future financial years.

22 Statutory Information

The registered office of the company is:
Tyre Stewardship Australia Ltd
C/O - MGI Joyce Dickson
Level 1, 65 Canberra Avenue
Griffith ACT 2603

The principal place of business is:
Office West, Suite 101, Level 1
271 Bridge Road
Richmond Victoria 3121

Directors' Declaration

In the directors' opinion:

1. the financial statements and notes, as set out on pages 7 to 21, are in accordance with the *Corporations Act 2001* and:

    a. comply with Australian Accounting Standards - Simplified Disclosure Standard and the *Corporations Regulations 2001*; and

    b. give a true and fair view of the financial position as at 30 June 2026 and of the performance for the year ended on that date of the Company.

    c. The Company does not have any controlled entities and is not required by the Accounting Standards to prepare consolidated financial statements. Therefore a consolidated entity disclosure statement has not been included as section 295(3A)(a) of the *Corporations Act 200*1 does not apply to the entity.

2. there are reasonable grounds to believe that the Company will be able to pay its debts as and when they become due and payable.

This declaration is made in accordance with a resolution of the Board of Directors.

Director .....

Director .....

Dated this 23rd day of September 2026

LDAssurance

CHARTERED ACCOUNTANTS

LDAssurance Pty Ltd
Level 6, 330 Collins Street
Melbourne Victoria 3000
Telephone +61 3 9988 2090
www.LDAssurance.com.au
ABN 89 146 147 202

INDEPENDENT AUDITOR'S REPORT
TO THE MEMBERS OF TYRE STEWARDSHIP AUSTRALIA LTD

Report on the Audit of the Financial Report

Opinion

We have audited the financial report of Tyre Stewardship Australia Ltd ('the Company'), which comprises the statement of financial position as at 30 June 2026, the statement of profit or loss and other comprehensive income, the statement of changes in equity and the statement of cash flows for the year then ended, and notes to the financial statements, including material accounting policy information and the Directors' declaration.

In our opinion, the accompanying financial report of Tyre Stewardship Australia Ltd, is in accordance with the *Corporations Act 2001*, including:

a) giving a true and fair view of the Company's financial position as at 30 June 2026 and of its financial performance for the year then ended; and
b) complying with Australian Accounting Standards – Simplified Disclosures and the *Corporations Regulations 2001*.

Basis for Opinion

We conducted our audit in accordance with Australian Auditing Standards. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Report section of our report. We are independent of the Company in accordance with the auditor independence requirements of the *Corporations Act 2001* and the ethical requirements of the Accounting Professional and Ethical Standards Board's APES 110 *Code of Ethics for Professional Accountants* ('the Code') that are relevant to our audit of the financial report in Australia. We have also fulfilled our other ethical responsibilities in accordance with the Code.

We confirm that the independence declaration required by the *Corporations Act 2001*, which has been given to the Directors of the Company, would be in the same terms if given to the Directors as at the time of this auditor's report.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities of the Directors for the Financial Report

The Directors of the Company is responsible for the preparation of the financial report that gives a true and fair view in accordance with Australian Accounting Standards and the *Corporations Act 2001* and for such internal control as the Directors determine is necessary to enable the preparation of the financial report that gives a true and fair view and is free from material misstatement, whether due to fraud or error.

In preparing the financial report, the Directors is responsible for assessing the Company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the Directors either intends to liquidate the Company or to cease operations, or have no realistic alternative but to do so.

LDAssurance
CHARTERED ACCOUNTANTS

Auditor's Responsibilities for the Audit of the Financial Report

Our objectives are to obtain reasonable assurance about whether the financial report as a whole is free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with the Australian Auditing Standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of this financial report.

As part of an audit in accordance with Australian Auditing Standards, we exercise professional judgement and maintain professional scepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial report, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Company's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Directors.
- Conclude on the appropriateness of the Director's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Company's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial report or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Company to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial report, including the disclosures, and whether the financial report represents the underlying transactions and events in a manner that achieves fair presentation.

We communicate with the Directors regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

LDAssurance
Chartered Accountants

Stephen O'Kane
Partner

Dated this 28th day of September 2026
At 330 Collins Street, Melbourne.

TyreStewardship AUSTRALIA

Australian Government Accredited Product Stewardship Scheme

tyrestewardship.org.au