

Tyre Stewardship Fund Guidelines

Demonstration and Infrastructure



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April 2026

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Acknowledgement

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



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Tyre Stewardship Australia (TSA) is a not-for-profit company established to administer the national Tyre Product Stewardship Scheme ('the Scheme'), the objectives of which are to:

- Increase resource recovery and recycling and minimise the environmental, health and safety impacts of end-of-life tyres generated in Australia.
- Develop Australia's tyre recycling industry and markets for tyre-derived products.

The Scheme provides an industry led and government supported framework to effectively reduce the environmental, health and safety impacts of the 56 million equivalent passenger units (EPU), which reach end of life in Australia each year.

TSA is supported by an Australian Competition Consumer Commission (ACCC) authorised 25cent per EPU levy on new tyres coming into Australia paid voluntarily by Scheme Members; Bridgestone, Continental, Goodyear Dunlop, Kumho, Michelin, Pirelli, Toyo Tires & Yokohama. TSA uses these funds to deliver a robust audit and compliance program and support research and development projects.

The Tyre Stewardship Fund ('the Fund') is the primary mechanism for TSA to facilitate investment and support to develop Australia's tyre recycling industry and markets for tyre-derived products.

This document contains the guidelines for the Demonstration and Infrastructure Stream of the Tyre Stewardship Fund. Interested applicants are encouraged to read the guidelines in detail and contact the relevant TSA representatives prior to lodging any application for funding.

The application form for the D&I Funding stream is available as a separate document on TSA's website.

If you'd like to talk to someone about the Tyre Stewardship Fund, contact TSA:

funding@tyrestewardship.org.au

Tyre Stewardship Fund Objectives

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The Fund provides resources through a competitive process to support the development of markets for Australian tyre-derived materials.

The Australian tyre recycling industry produces a number of tyre-derived materials (TDM) such as crumb rubber and rubber granules that can be used in applications from road construction and playground surfacing to adhesives and aggregates, and even as an additive into explosives.

However, at this point the market for these products is not large enough to absorb all of the waste tyres (around 56 million annually) being created in Australia.

The TSA Board has therefore established the fund as a means of stimulating development of new products and new markets for TDM.

Put simply, the primary objective of the Fund is to invest in projects that lead to higher volumes of Australian generated end-of-life tyres being processed into tyre-derived products and sold by Australian tyre recyclers and processors.

Project stream

2.1

The Fund structure provides a range of support to projects across the spectrum of project development phases. There are two different Project Streams: 'Research and Development' and 'Demonstration and Infrastructure' projects. This document pertains to the Demonstration and Infrastructure Project Stream, the intent of which is summarised below.

Demonstration and Infrastructure Projects

2.1.1

- Demonstrate projects that have been proven via research and development and now require larger scale trialing, monitoring and real-world demonstration to validate viability.
- To 'standardise' and 'normalise' existing equipment and infrastructure that will ensure consistent, ongoing consumption of Australian tyre-derived product.

Example Demonstration and Infrastructure grants may include:

- Once an initiative has been validated by research and development in a lab, a demonstration project may look to test a TDM consuming product or process in situ. This may involve monitoring and evaluation equipment to confirm the proposed performance advantage of the product. This may involve the demonstration of a test footpath, road or car park to test binders or aggregates that contain novel TDM applications. It may also involve the 'commercialisation' or upscaling of production equipment to produce an innovative compound that contains TDM.
- For example, in the roads sector, a road authority may want to trial the application of 'generic' specifications to a given State specific context to support the incorporation of the newly released Australian Asphalt Pavement Association specifications.

Why does TSA provide Market Development Funding?

3

In order to minimise the environmental, health and safety impacts of end-of-life tyres, Australia needs diverse and sustainable markets for TDM. Stronger markets for TDM will mean more tyres get recycled rather than mishandled and stockpiled creating risk for the community. Stronger markets act to reduce this risk by creating more value for waste tyres and driving more competition for material. This supports a more robust recycling market that feeds a stronger and more diverse TDM consuming manufacturing sector.

The intent of the Fund is to enhance local market development and product development initiatives that demonstrate the value of new and enhanced applications for TDM. Our aim is to support initiatives that bring together strong partnerships across industry, universities and governments to demonstrate both the technical and financial viability of new products and applications.

Therefore, a significant portion of revenue collected from the TSA levy is directed to market development activities. This will act to support development of this evidence base and promote greater investment in new products and applications via the Fund.

Funding

4

What will be funded?

4.1

The Fund supports projects that will lead to a direct increase in the consumption of tyre-derived products made by Australian recyclers from locally generated end-of-life tyres.

Priority areas

4.1.1

The priority outcome to be achieved from Demonstration and Infrastructure initiatives in the Project Stream is a direct increase in the local consumption of Australian tyre-derived material (TDM) through new and expanded markets.

- Applications will be assessed most favourably if they both consume high volumes of Australian tyre-derived material and are innovative in nature.
- Projects will also be strongly considered if they can demonstrate a strong correlation between the delivery of the project and high, ongoing consumption of Australian generated TDM.
- Projects must have collaborative partnerships between industry, research bodies and “end users” to demonstrate a realistic market application and likely potential of being utilised by the market at the completion of the project.
- All projects must be rated highly in relation to the assessment criteria (see Section 7), with a particular emphasis on:
 1. A clear business case that articulates the potential increase in consumption of TDM the project will achieve.
 2. A clear statement of how the project will capitalise on the characteristics of TDM to create new and improved products or processes.

Examples of priority markets and applications TSA will support in the Project Stream include (but is not limited to) road, rail, polymer-based products, building/infrastructure initiatives and explosives.

Please note:

- TSA will consider other models, partnerships, project areas and proposals, as long as they can demonstrably contribute to reaching TSAs desired outcomes and objectives (see the TSA Guidelines for more information). Therefore, if you have a potential project proposal or idea, please feel free to contact TSA to discuss.
- All TSA funded activities require the use of Australian TDM sourced from TSA Accredited Recyclers.
- All TSA funded infrastructure projects require Australian generated TDM sourced from TSA Accredited Recyclers to be utilised for the lifetime of the project and/or infrastructure.

Partnerships

TSA is most interested in projects that can bring together multiple parties in partnership including industry, research organisations, government, recyclers and end users (such as councils, road authorities, manufacturers or civil engineering and construction companies).

TSA believes that having organisations that make products and buy products working closely with research bodies who can test and advance new products, offers the best chance of long-term success.

For example, a strong project proposal will most likely involve partnerships between:

- An organisation that can evidence the beneficial applications for TDM such as a university or other research and development-oriented organisations.
- A partner organisation that can realise the market potential of the identified application such as a recycler, manufacturer or customer that may purchase the tyre-derived material and manufacture it into a 'secondary' product (such as a road binder, aggregate or polymer).

Ideally, TSA is looking to work with organisations and partnerships that:

- Have a proven record of projects related to tyre-derived materials or related areas.
- Have the capacity and capability to deliver outcomes to the industry by creating a positive market impact from the funded project.
- Can demonstrate linkages with 'end users' (i.e. those customers who may consume increased amounts of tyre-derived materials).
- Directly support industry in reaching the objective of improved markets for tyre-derived materials.

Activities

Within the project priorities and partnerships described above, TSA will fund:

- The purchase and/or retrofit of physical components, infrastructure and equipment that will directly increase the consumption of Australian generated tyre-derived materials (TDM) in Australia.
- Personnel (i.e. staff engaged in the project, but only for the time they are engaged with the project. Note that any time spent on the project by existing personnel will be considered as in-kind funding only).
- Equipment, staff, materials, monitoring, safety, approvals (e.g. for specifications or standards/certifications) and other required expenditure associated with demonstrating, trialing and consuming tyre-derived material.
- Research / laboratory / testing costs.
- The purchase of specific new equipment for testing may also be applicable if it can be demonstrated to be necessary for the delivery of the project.
- Field testing to validate laboratory trials.
- Materials consumed (must use Australian TDM sourced from TSA Accredited Recyclers for any funded activities).
- External consultants where required for specialist work (these costs must not exceed more than 20% of the total project cost).
- Other project costs where documented and justified (unless the cost is in the "what we won't fund" list).

Please note: These guidelines are intended to assist potential applicants in developing strong proposals. TSA will consider other models, partnerships, proposals and expenditure items as long as they can demonstrably contribute to reaching TSAs desired outcomes and objectives. Therefore, if you have a project proposal, please contact TSA to discuss.

What will not be funded?

The priority of the Fund is to find new or expanded markets for TDM currently being manufactured in Australia (for example crumb rubber or rubber granule). Therefore, the Fund will not support:

- Funding for recycling and processing infrastructure. This includes both conventional recycling equipment as well as thermal processing infrastructure such as pyrolysis and gasification equipment.
- Projects primarily related to the clean-up of tyre stockpiles, or tyre collection activities.
- Projects that do not meet the eligibility criteria of the program (refer to section 5).
- Projects without matched funding from other parties (TSA aims to ensure all projects generate at least 1:1 funding with government, industry and other organisations).
- Applicants that are unable to demonstrate the financial capability to undertake the project (or who are deemed high risk).
- Travel (unless demonstrably evidenced as essential to the project).
- Conferences and other educational activities.
- Start up or seed funding for new businesses.
- Projects conducted wholly outside of Australia.
- Activities that are being undertaken in order to comply with regulations or operating licence conditions imposed by a regulatory authority.
- Sunk costs of background technology, background intellectual property or retrospective research;
- Requests for retrospective funding where projects are completed or have commenced (i.e. equipment purchased, contracts entered into or construction has begun) prior to signing a funding agreement with TSA (note: a defined component or next stage of a current, longer-term project might be considered for funding).
- Ongoing operating costs (such as, but not limited to, electricity, water and other utilities) or salary subsidies.
- The construction of buildings and/or cost of purchasing or improving land unless specifically devoted to and required for the proposed project.
- The making of donations.
- Any activity that a local, State, Territory or Commonwealth government or agency thereof has the responsibility to undertake.
- Applications from organisations that have failed to satisfactorily complete any other previous projects funded by TSA without sufficient reason.
- Applications from entities without a registered Australian Business Number (ABN) or Australian Company Number (ACN).
- Projects that are focused on providing solutions for conveyor belts or other rubber products besides tyres (as defined in the TPSS Guidelines), unless there is a direct, positive outcome for end-of-life tyres.
- Projects focused on civil applications utilizing either whole or segmented tyres (larger than 150mm pieces).
- Projects that have social, environmental, health or safety risks that are not adequately evaluated or mitigated as part of the project proposal.
- Project applications based on utilising loose or unbound tyre-derived materials with potential to enter the environment.
- Projects from applicants who are unwilling to sign TSA's General Funding Agreement_DI without significant changes (to be noted at time of application).
- Pure research projects that don't meet the criteria for Market Development support – these can be diverted through TSA's research & innovation process.

It should be noted that TSA may deviate from these guidelines from time to time if warranted by market conditions.

To be an eligible applicant for the fund, applicants must:

- Be a registered Australian business, research institution or university that has the capability and capacity to undertake the project that is being proposed.
- Have a current Australian Business Number (ABN).
- Agree to comply with TSA Terms and Conditions (by way of a formal funding agreement).
- Agree to comply with TSA's Terms of Participation in the Grant Program.
- Meet the requirements for co-contributions and be able to fund all costs of the project that are not met by TSA's contribution to the total cost of the project.
- Have ownership of, access to or the beneficial use of any background intellectual property necessary to carry out the project.
- Be accredited by TSA or be willing to seek accreditation if a tyre industry participant category under the Tyre Product Stewardship Scheme Guidelines is applicable (for example tyre recyclers, collectors etc.).
- Have been operating for at least 12 months (industry partner(s) and research institute).
- Have satisfactory environmental, safety and financial performance.

What will be required of successful applicants?

Successful applicants must:

- Submit a detailed project plan for approval by TSA prior to execution of the contract.
- Deliver the project as outlined in the application and agreed project plan.
- Facilitate update meetings with TSA and lead partner/s.
- Complete the project within the timeframes proposed in the application and/or agreed upon in the contract.
- Meet the matched funding requirements.
- Participate in activities with TSA to distribute the findings to broader stakeholders (i.e. universities, government and industry) during and after the TSA funding agreement period.
- Provide evidence demonstrating partnership between the lead applicant and lead partner.
- Acknowledge the project has been funded by TSA.
- Provide TSA with high level reports, case studies and data, excluding commercial in- confidence research findings (Non-Confidential Project Intellectual Property) for general publication.
- Report volumetric data on tyre-derived materials consumed by your process and the destination of your products to TSA on a quarterly basis via TSA's Data Reporting Platform.
- Make efforts to commercialise the research findings developed as a result of the project (Confidential Project Intellectual Property) over a three-year period post completion of the final milestone; commercialisation activities will be reviewed annually for up to three years by TSA and if the Project Intellectual Property is not satisfactorily commercialised, the applicant may be required to make the Project Intellectual Property available to TSA for broader publication.

Project Funding

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TSA seeks to maximise the value of its funding through co-contributions and by setting funding levels. Funding levels are designed to ensure TSA can support a variety of relevant projects whilst at the same time managing any administrative burden.

Funding levels

6.1

Generally, TSA seeks projects where TSA cash contributions are between:

- The minimum funding level \$50,000 excluding GST.
- The maximum will be \$300,000 excluding GST.

However, whilst TSA considers this to be an appropriate level of support to deliver substantial outcomes, considerations will be given for larger or smaller project cash contributions on a dollar-for-dollar cash basis if the case can be clearly made for the achievement of greater outcomes as defined by the Fund.

Feel free to contact TSA to discuss.

TSA will use project milestones or gateways to ensure projects are delivering on expectations. We reserve the right to discontinue funding where outcomes and outputs are not being delivered.

Value for money

6.1.1

TSA is seeking projects that offer high value for contributions to the total cost of the project.

Notwithstanding this, a minimum 1:1 funding criterion is required for all projects, noting that value for money is an assessment criterion.

Participants' contribution to the total cost of a project can comprise cash and/or in-kind components. The total contribution of the participant's contribution cannot be in-kind. That is, there must be some cash contribution to the project.

Those projects that have a higher component of cash to in-kind ratio will be looked upon more favourably in the value for money section of the assessment process and therefore have more of a likelihood of success.

TSA also highly values cash contributions from industry as this provides evidence of a market value to the application. Projects without contributions from industry partners are rarely approved by TSA.

Project total cost

6.2

The total costing of the project must identify all reasonable expenses associated with the project, including but not limited to:

- **Infrastructure:** The purchase and/or retrofit of physical components, infrastructure and equipment that will directly increase the consumption of Australian generated tyre-derived products in Australia.
- **Personnel:** The cost for the time for staff engaged or to be engaged on the project.
- **Equipment:** The cost of plant and equipment to be used to support the delivery of the project. For new plant and/or equipment that will be utilised on this project details (e.g. specifications, quotations from the supplier) are required on the cost to be charged to this project of that new plant and equipment.
- **Materials:** The materials that will be consumed on this project and their cost (must use Australian TDM for all funded activities).
- **Subcontract:** The costs of the engagement of subcontractors.
- **Other:** Any other costs for the project which are not covered above. Of particular importance are technology adoption costs, i.e. any expected costs (including intellectual property protection costs) related to transferring the project results to, or to the next innovation stage towards, commercialisation.

Infrastructure refers to the physical components and machinery that will process and/or consume recycled Australian TDM into secondary products. Equipment refers to supporting 'plant' or equipment that may be required to monitor and support the use of larger, core infrastructure.

Co-contributions

6.3

As is common practice, TSA seeks to maximise the value of its investment via co-contributions from other project partners. Ideally, TSA will look to support projects with a 1:2 ratio whereby \$1 of TSA funding is matched by \$2 from other project partners.

Whilst this is our desired outcome, TSA recognises that this will not be possible with all projects. At a minimum, TSA requires at least 1:1 funding ratio whereby \$1 of TSA funding is matched by \$1 from other project partners. TSA will prioritise projects that offer a greater percentage of cash contributions versus in-kind support.

The Fund very highly values cash contributions from industry, as this is indicative of the market viability of a project proposal. Therefore, a cash contribution from industry or an end user is expected in all applications unless a strong case otherwise can be made. For example, a project that has a cash contribution solely from a university to undertake research is unlikely to be supported by TSA.

Matched funding contributions can include:

- Cash and salaries paid by the lead applicant and project partner(s) for employee's time allocated or directly related to delivering the project.
- Voluntary labour such as unpaid research time.
- Donated goods or services such as recovered resources for laboratory testing or a demonstration site.
- Additional funding from a project partner e.g. private entities; associations, government, product stewardship organisations.

Ineligible matched funding contributions:

- Operating expenses that are not directly associated with delivering the project.
- Opportunity costs such as staff 'downtime' during implementation of activities.
- Capital works project costs not directly related to the use of recovered resources.

Cash and in-kind support

6.3.1

TSA will make a cash contribution, within the project funding limits set out above, to contribute to the total costs of the project. Participants conducting the project must make cash and/or in-kind contributions to finance the balance of the total cost of the project.

A non-monetary contribution will be an in-kind contribution for the purposes of contributions to the funding of the total cost of the project if it meets the following criteria:

- The contribution can be given a cash value (e.g. salaries and associated overheads of persons working on the project, access to and use of capital equipment made available for the project).
- Non-salary project-specific direct costs such as the cost of providing consumables.
- Other auditable costs necessary to enable project completion.
- The contribution is an expense, for the direct and primary benefit of the project.
- The contribution is directly attributable to the provider of the in-kind support.
- The contribution could be reasonably verified by an independent auditor as an input to the total cost of the project (including overhead levels and/or formulae).

Please note: In line with the common practice of funding organisations similar to TSA, the salaries and associated full overheads of existing staff (adjusted for their proportionate time contribution to the project) must be considered as in-kind contributions to the funding of the total cost of the project.

However, the gross salary plus direct salary related on costs of new staff hires made by project participants specifically for the project (adjusted for their proportionate time contribution to the project) and contributed to the project may be considered as a cash contribution.

Assessment Criteria

This document relates to a competitive funding round and as such is a merit-based application process.

Applications will be assessed on the ability to deliver tangible outcomes for the development or enhancement of tyre-derived products in Australia based upon assessment of the following project elements:

Base Criteria	Weighting
<p>What? Project framework and outcomes</p> <p>Considering:</p> <ul style="list-style-type: none"> ■ What is the aim of the project – what is it trying to achieve? ■ Are the main milestones for the project clearly laid out with SMART objectives? ■ Are external permits or approvals required & in order? ■ What research / investigation has the applicant done to understand and build on previous work in this area? Are they across the current state of knowledge? 	25
<p>Who? About the organisation and partners involved</p> <p>Considering:</p> <ul style="list-style-type: none"> ■ Strength of the applicant and ability of team ■ Demonstrated track record of applicant and ability to leverage commercial outcomes; relevant project experience; any referees? ■ Strength of partners and alignment of complementary skills; Commercial industry partner for research projects. Support letters provided ■ Size of cash contribution and financial viability of the applicants 	25
<p>Why? The need for the project</p> <p>Considering:</p> <ul style="list-style-type: none"> ■ Why is the project necessary? What problem / barrier is it looking to address? Does it advance the technical and / or commercial readiness of the product? ■ Why would a business in this market choose to use TDM vs. current options – is there a performance benefit & how does it compare on cost and overall lifecycle impacts? ■ What is the anticipated measurable project benefit e.g. estimation of market size in tonnes of TDM consumed, market expansion potential, creation of new markets? 	25

Continued next page

Base Criteria	Weighting
<p>How? The project plan</p>	<p>25</p>
<p>Considering:</p> <ul style="list-style-type: none"> ■ Strength of the project milestone plan; SMART objectives? Realistic duration / timeframes and scope well defined? Do more complex / longer duration projects have a Gantt chart to allow progress to be tracked? ■ Are there any risks that could impact on the plan? ■ Rate the proposed budget – is there sufficient detail commensurate with the size of the budget and complexity of the project? What is the ratio of the applicants’ cash (vs in-kind) contribution to that requested from TSA? Does this project represent good value for money for TSA? ■ Have any environmental or safety risks been considered? What will be the fate of the product when it reaches end of life? ■ Project evaluation and monitoring – how will the applicant ensure the project stays on track? What will be the success measures for the project when completed and how will they be evaluated? ■ Does the project expect to develop any IP? Who will own the IP and what steps will be taken to ensure that the outcomes are commercialized if the project is successful? How will the outcomes be shared with the broader industry? 	
<p>Total weighted scores</p>	<p>100</p>

In line with the TSA Guidelines, TSA has a Market Acceleration Committee (MAC) to assess project proposals at both stages of the process and make recommendations for prioritised funding.

The MAC is an advisory body specifically convened to provide support, impartial assessment input and technical expertise to the TSA Board on matters of research, development, investment, funding and market development strategy. It should be noted that whilst the MAC provide recommendations and advice, it is the sole responsibility of the TSA Board to make final decisions regarding project funding.

The process for a project being approved for TSA funding usually involves the following steps. However, all processes can be altered at the discretion of the Board.

- All applicants must submit an Expression of Interest for assessment by the TSA Market Development team.
- Feedback will then be provided to the applicant and additional information will most likely be sought.
- If the project application is supported by TSA leadership and meets the eligibility criteria, the application will be presented to the Market Acceleration Committee (MAC) for its review.
- Once all information has been provided to the MAC and an informed decision can be made on the value of the proposal in relation to TSA objectives, the MAC may then either reject or recommend the project to Board for approval.
- The project may then be put before the Board for approval.
- Upon Board approval of the project, a Project Plan is required to specify project delivery details including Budget and Milestones.
- The Project Plan will then constitute part of the TSA standard contract.
- The project will then only be initiated once all project planning is completed and a contract executed.

All assessments by the MAC will be made using the weighted scoring system, with additional commentary for clarity and/or feedback. The MAC reserves the right to ask for supplementary information from any applicant.

Managing Conflict of Interest

8.1

Any conflict of interest that arises in respect of TSA's MAC or Board members will be managed carefully and appropriately to ensure that the relevant member(s) does not participate in an application's assessment or selection process.

Selection of successful proposals

8.2

The TSA Board will consider proposals based on the merit criteria assessments and advice provided to it by the MAC. It will select those of highest merit that contribute to TSA's research investment objectives and priorities.

The Board reserves the right to reject any or all proposals for funding if the application standards are not considered high enough.

Post selection feedback

8.3

Unsuccessful applicants for funding may seek feedback from TSA management – but detailed scoring information will not be provided.

TSA management will provide qualitative feedback on why a proposal was not successful using the assessment criteria described earlier. Unsuccessful applicants may re-submit their proposals in subsequent funding rounds with appropriate alterations made based upon the feedback of the MAC.

Confidentiality

8.4

TSA treats all Fund applications and related information confidentially.

Application Close Off

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Application for funding under the MD Fund are open periodically – please check the TSA website for relevant information. Potential applicants can contact TSA's Market Development team to discuss project ideas at any stage throughout the year. The TSA Market Acceleration Committee will then assess applications on an ongoing basis throughout the year.

Additional Information

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TSA is available to answer questions from applicants over the phone and by email during the preparation of EOIs and full proposals.

Where appropriate, TSA may be able to assist potential applicants in linking up with relevant industry partners and/or tyre recyclers.

If you have any queries regarding this process, please contact TSA:

Email: funding@tyrestewardship.org.au

Phone: 03 9077 2824

Calculating Full-Time Equivalent Employees (FTE)

You have three employees, two work 40 hours per week and one 20 hours per week totaling 100 hours. Assuming a full-time employee works 40 hours per week, your full-time equivalent calculation is 100 hours divided by 40 hours which equals 2.5 FTE.

Commercialisation

Commercialisation refers to the process through which research and development is transformed into marketable products, capital gains, income from licenses and/or revenue from the sale of new product or processing approaches.

Demonstration

A demonstration project is a practical exhibition and explanation of how something works or performs in a real-world application. Demonstration projects must use existing R&D and/ or credible evidence for experimentation outside of the laboratory environment; this will support the processing approach or product pathway to commercialisation. Demonstration projects will provide information on product performance, practicality, constructability, cost-effectiveness, environmental impacts, occupational health and safety and technical specifications.

Environmental or Safety Breach

An environmental or safety breach is any past or current prosecution, reportable incident, investigation, notice, penalty, warning, regulatory intervention or enforcement action from a State Environment Protection Authority (EPA) or Work Health and Safety Authority (or equivalent) or a failure to comply with any environmental and safety laws.

Environmental and Safety Laws

Environmental and Safety laws, Occupational Health and Safety Acts & Regulations, Environment Protection Acts & Regulations, or any other legislation, regulation, order, statute, by-law, ordinance or any other legislative or regulatory measure, code, standard or requirement relating to the protection and safety of persons or property or which regulate the environment including laws relating to land use planning, pollution of air or water, soil or groundwater contamination, chemicals, waste, the use, handling, storage or transport of dangerous goods or substances, greenhouse gas emissions, carbon trading, or any other aspect of protection of the environment.

Industry

Industry is any business entity and/or peak association operating in or representing manufacturers using or seeking to use recovered resources in a product. The business must have operations in Australia and have been in operation for at least 12 months. The lead industry partner for the project must comply with the insurance and risk requirements in the application form and sign the funding application.

Lead Applicant

The lead applicant for projects can be any of the following: Tertiary education institution, Government agency established for research, Co-operative Research Centre, Institute or Centre for Research, Government, Incorporated Association, Industry Association, Industry peak body, Commercial/for-profit business, Not-for-profit or a Social Enterprise.

Related Entities

Entities which are related to the applicant and includes:

- Holding companies of the applicant.
- Subsidiaries of the applicant.
- Subsidiaries of holding companies of the applicant.
- Companies with common directors or shareholders as the applicant.
- Companies that are a beneficiary under a trust of which the applicant is a trustee.
- Trustees of a trust under which the applicant is a beneficiary.
- Companies that conduct business at the same address as the applicant, or the same address as the location of the activity for which the funding is sought.

Research and Development (R&D)

R&D includes the following activities related to targeted materials (listed above):

- Product design and development
- Laboratory testing
- In situ testing and altering existing processing approaches.

R&D activity more generally is considered to be characterised by originality. It has investigation as a primary objective, the outcome of which is new knowledge, with a specific practical application, or new or improved materials, products or devices.

R&D ends when work is no longer primarily investigative.

Research Institute (RI)

A research institute is defined as an organisation that can undertake R&D activities in the manner defined in the R&D definition above.

A research institute can be a:

- Tertiary education institution
- Government agency established for the purpose of research
- Cooperative Research Centre (CRC)
- Institute or Centre for Research or a privately owned and accredited research facility.

Consultancies are not considered to be research institutes for the purposes of this program.

