Tyrewise

Tyrewise Fund
Application Guidelines

Nā tō rourou, nā taku rourou ka ora ai te iwi.
Through sharing our resources we will thrive.

Acknowledgments

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Disclaimer

The Ministry for the Environment does not necessarily endorse or support the content of the publication in any way.

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Note:

- ELT stands for End-of-life tyres
- EPU stands for a standard measure of a tyre called the Equivalent Passenger Unit (EPU). An EPU is equivalent to the weight of a 'typical' passenger tyre (9.5kg when new, 8kg at end-of-life)
- Ministry or the Ministry refers to the Ministry for the Environment unless otherwise stated
- OTR refers to oversized off-the-road tyres
- PSO refers to the product stewardship organisation, Auto Stewardship New Zealand (ASNZ)
- Recycled rubber materials are products made from TDP
- TDF stands for tyre derived fuel
- TDP stands for tyre derived product(s)
- TGC is the Tyrewise Grants Committee
- The fee refers to the tyre stewardship fee
- The regulations refer to the *Waste Minimisation (Tyres) Regulations 2023* unless otherwise stated
- WMA refers to the *Waste Minimisation Act 2008*

Contents

1. About Tyrewise

Tyrewise is Aotearoa New Zealand's first regulated product stewardship scheme, which manages regulated tyres via a network of registered participants, throughout their life cycle, to ensure tyres are recycled and repurposed into other useful products.

Tyrewise was created to prevent millions of tyres ending up in landfill, being illegally stockpiled or dumped each year, so we can protect the health of both te taiao, our environment, and our hapori, communities.

The scheme is funded by the tyre stewardship fee, which is collected by the Ministry for the Environment on all tyres newly imported into the New Zealand market – whether loose or on vehicles. Funds are passed on to Auto Stewardship New Zealand to operate Tyrewise in accordance with a Deed of Funding.

Auto Stewardship New Zealand is a not-for-profit trust which acts as the Product Stewardship Organisation and has a board of experienced trustees. Auto Stewardship New Zealand and Tyrewise are responsible for publicly reporting on the scheme's performance.

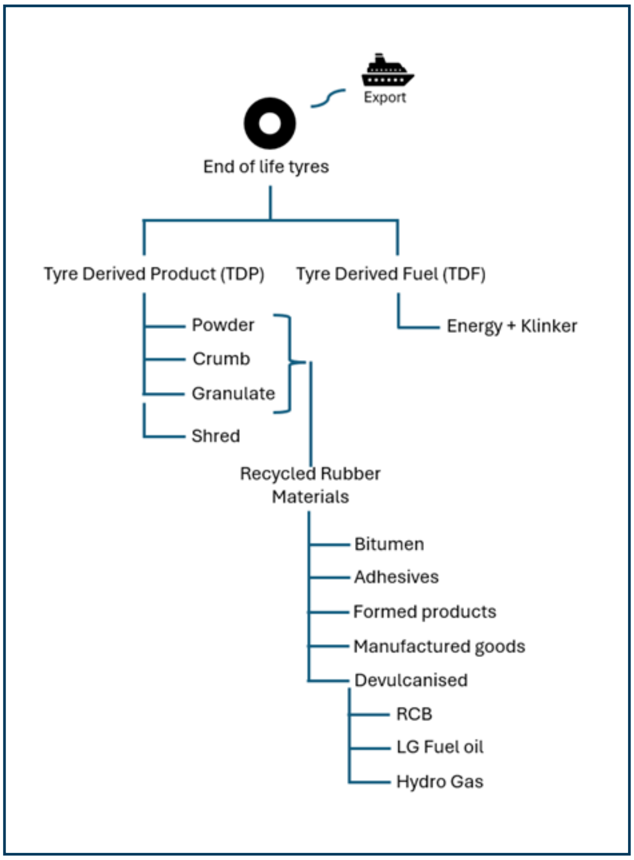
Tyrewise was co-designed by industry. Industry expertise continues to be provided to Auto Stewardship New Zealand and the Tyrewise scheme managers through Technical Advisory Groups.

1.1 Tyrewise Goals and Objectives

A primary goal of the Tyrewise scheme is to Improve the value for end-of-life tyres in cost-effective and environmentally-sound ways. By our sixth year of operation, Tyrewise is aiming for 90% of end- of-life tyres generated in Aotearoa New Zealand to be recycled and repurposed for use in New Zealand.

To enable this goal, Tyrewise is providing a contestable funding process to assist with the development of end markets for the tyre-derived product and recycled rubber materials from regulated tyres in New Zealand. This will be known as The Tyrewise Fund.

This document contains the guidelines for the Tyrewise Fund. Interested applicants are encouraged to read the guidelines in detail and contact Tyrewise with any questions prior to lodging an application for funding by emailing grants@tyrewise.co.nz or by calling 0800 897 394



2. The Tyrewise Fund

The intent of the Fund is to support innovative solutions for tyre-derived rubber materials from regulated tyres in New Zealand.

Tyre-derived products (TDP) derived from tyres can be turned into a number of recycled rubber materials with a variety of uses such as: roading construction, playground surfacing, aggregate substitute etc.

However, the domestic market demand for recycled rubber materials is around half the supply of tyre derived product available from the annual collected tonnage, projected at 60,000 to 65,000 tonnes.

Tyrewise has therefore established the fund as a means of stimulating development of new products and the market for recycled rubber.

It is expected that up to $7 million will be available to the Tyrewise Fund in any financial year. Tyrewise is aiming to hold at least three rounds of funding each year.

The fund will consider applications for project and capital-related funding in the first year. Matched funding from other parties and applications in partnership with others is encouraged.

2.1 Funding Streams

The Fund is structured with three streams to support market solutions for recycled rubber materials. These are:

- Research and Development
- Emerging Markets (circular solutions)
- Community Development

This structure will enable backing for projects across the spectrum of the typical phases of product development, recognising that there is some symbiosis across the three.

2.1.1 Research and Development

This stream is focused on research that can create real benefits from the use of tyre derived products. Funding applications supported through this stream may range from exploration of new ideas to demonstration projects that have been proven via research and development and now require larger scale trialling, monitoring and real-world demonstration to validate viability. The funding may extend to projects aimed at 'standardising' and 'normalising' existing equipment and infrastructure that will ensure consistent, ongoing consumption of recycled rubber material.

Example Research and Development funding:
An initiative that consumes recycled rubber material that has been validated by research and development in a lab and now requires a demonstration project to test a product or process in situ. This may involve monitoring and evaluation equipment to confirm the proposed performance advantage of the product. For example, a test footpath, road or car park that tests binders or aggregates that contain novel applications.

2.1.2 Emerging Markets

This stream supports innovative funding applications that are moving beyond the research phase and that can demonstrate both economic viability and sound environmental benefit for recycled rubber material. Projects must clearly demonstrate how they will expand and strengthen markets for ranges of tyre derived products.

Example Emerging Market funding:
Emerging market funding applications could include (but are not limited to): roading applications, construction material, surfacing for playgrounds and sporting facilities, acoustic and vibration dampening, chemical recovery, and urban design applications.

2.1.3 Community Development

This funding stream considers projects that improve the functionality, quality and enjoyment of public spaces and facilities. This stream will have a particular focus on environmental and social benefits generated by the project.

Example Community Development funding: Community Development projects could include (but are not limited to) projects that improve local amenity and support community-based improvements. This could involve the integration of recycled rubber material throughout the urban and rural landscape across a number of applications: paving, furniture, pathways, cycleways etc

2.2 What will be funded?

2.2.1 Attributes of projects

The Fund supports applications that will lead to a direct increase in the consumption of recycled rubber materials produced by Tyrewise Registered Partners.

Tyrewise will consider applications that demonstrate one or more of the following attributes:

- Clearly increases demand for recycled rubber materials in the domestic market
- Delivers measurable environmental benefits, such as lower emissions or improved resource efficiency i.e. increased longevity of pavements
- Supports the development of technical standards, specifications or approvals for new products
- Aligns with the Government's waste and resource efficiency strategy, principles of the circular economy, and/or improved resource efficiency
- Encourages strong collaboration across industry, government and research sectors
- Enables regional development, Iwi partnerships or social procurement outcomes
- Demonstrates readiness for commercialisation or real-world deployment
- Presents a scalable model with potential for broader market uptake
- Addresses adoption barriers such as public perception, technical feasibility or cost competitiveness

2.2.2 Priority areas

The priority outcome for the Tyrewise Fund is a direct increase in the domestic procurement of recycled rubber material through new and expanded markets.

Applications will be assessed most favourably if they deliver high value / best use outcomes from recycled rubber material when measured against the waste hierarchy for end of life tyres (Appendix 1).

All funding applications must rate highly against the assessment criteria set out in section 6 of this document, with a particular emphasis on:

1. A clear business case - a clear description of the project that articulates the potential increase in consumption of recycled rubber material that is expected to be achieved.
2. A clear statement of how the project will capitalise on the characteristics of TDP to create new and improved products or processes.

For example, some potential priority markets and applications include (but are not limited to) road, rail, polymer-based products, building/infrastructure initiatives, South Island processing facilities and solutions for Off the Road (OTR) tyres and other.

Mandatory criteria:

- All Tyrewise funded activities require the use of recycled rubber material sourced from a Tyrewise Registered Partner.
- All Tyrewise funded infrastructure projects require New Zealand generated TDP to be utilised for the lifetime of the project and/or infrastructure.

2.2.3 Partnerships

Tyrewise welcomes applications that include a collaborative approach and which bring together multiple parties from across industry, research organisations, local government, recyclers and end users. For example, a strong project proposal will most likely involve partnerships between:

- An organisation that can evidence the beneficial applications for recycled rubber materials such as a university or other research and development-oriented organisations.
- A partner organisation that can commercialise the market potential of the identified application such as a manufacturer or end user.

Ideally, Tyrewise is looking to work with parties that:

- Have a proven record of projects related to recycled rubber material 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 products).
- Directly support industry in reaching the objective of improved markets for recycled rubber materials.

2.2.4 Types of funding

Tyrewise will consider applications for both capital and project related funding. Tyrewise may fund:

- The purchase and/or retrofit of physical components, infrastructure and equipment that will directly increase the consumption of recycled rubber materials in the domestic market.
- 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 and other required expenditure associated with demonstrating, trialling and consuming recycled rubber materials.
- 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 TDP from Tyrewise Registered Partners 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.

Please note: These guidelines are intended to assist potential applicants in developing their proposals. Tyrewise will consider proposals that can demonstrably contribute to reaching Tyrewise's desired outcomes and objectives.

Therefore, if you have a project proposal, that may be outside of the types of funding we would consider, please contact us at grants@tyrewise.co.nz to discuss.

2.3 What will not be funded?

The priority of the Fund is to find new or expanded markets for recycled rubber materials.

Therefore, the Fund will not support:

- Applicants that are unable to demonstrate the financial capability to undertake the project.
- Projects primarily related to the clean-up of legacy tyre stockpiles.
- Projects that do not meet the eligibility criteria.
- Travel, conferences and other educational activities (unless demonstrably evidenced as fundamental to the project).
- Recycling / manufacturing infrastructure that does not deliver market development outcomes.
- Start up or seed funding for new businesses.
- Projects outside of New Zealand.
- Some projects without matched funding from other parties (Tyrewise aims to ensure all projects generate at least 1:1 funding but this will be on a case by case basis)
- Sunk costs of background technology, background intellectual property or retrospective research; requests for retrospective funding where projects have commenced (i.e. equipment purchased, contracts entered into or construction has begun, or those projects which are completed prior to receiving funding approval.
- Feasibility studies, business plans, cost benefit analyses and economic impact studies unless these are specifically required to support the feasibility and market uptake of the product.
- Ongoing operating costs 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.

- Requests for retrospective funding, where projects are completed or have commenced prior to signing a funding agreement with Tyrewise (note:
- a defined component or next stage of a current, longer-term project would be eligible for funding).
- Projects that require funds to purchase land.
- Ongoing operational costs such as, but not limited to, electricity, water, and other utilities.
- Organisations that have failed to satisfactorily complete any other previous projects funded by Tyrewise without sufficient reason.

3. Eligible Applicants

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

- Be a registered New Zealand business, research institution or university that has the capability and capacity to undertake the project that is being proposed.
- Meet the requirements for co-contributions and be able to fund all costs of the project that are not met by Tyrewise'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.
- Ideally have been operating for at least 12 months (industry partner(s) and research institute).
- Have satisfactory environmental, safety and financial performance for any in-market operations.

3.1 What will be required of successful applicants

Successful applicants must:

- Deliver the project as outlined in the application and agreed project plan (if project plan is requested)
- Facilitate update meetings with Tyrewise and lead partner/s as per the Tyrewise Funding Contract.
- Complete the project within the time frames agreed upon in the Tyrewise Funding Contract.
- Meet the matched funding requirements.
- Provide evidence demonstrating partnership between the lead applicant and lead partner.
- Acknowledge the project has been funded by Tyrewise using wording provided in the Tyrewise Funding Contract.
- Only use the Tyrewise logo or other visual elements of Tyrewise with written permission from Tyrewise.
- Provide Tyrewise with high level reports, case studies and data, excluding commercial in-confidence research findings (Non-Confidential Project Intellectual Property) for general publication by Tyrewise.
- Provide Tyrewise with reporting as per the measures in the 'benefits' and 'monitoring and evaluation' sections of the application.
- Participate in activities with Tyrewise to distribute the findings (Project Intellectual Property that is not confidential) to broader stakeholders during and after the Tyrewise funding agreement period, for example participate in stakeholder webinars, public relations activity.
- 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 Tyrewise and if the Project Intellectual Property is not satisfactorily commercialised, the applicant may be required to make the Project Intellectual Property available to Tyrewise for broader publication.

4. Project Funding

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

4.1 Funding levels

Tyrewise is keen to encourage a wide range of innovative proposals. Tyrewise has opted not to specify a minimum or maximum funding level and will discuss the level of funding with those who successfully navigate the application process.

Tyrewise funding will be awarded based on the level of support to achieve substantial outcomes. Projects with larger or smaller cash contributions will be considered on a dollar-for-dollar cash basis if they can demonstrate greater outcomes as defined by the Fund.

Tyrewise 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.

4.2 Project total cost

When details are requested in the full application, the total costing of the project must identify all reasonable expenses associated with the project, even if not eligible for funding by the Tyrewise fund, including but not limited to:

- Infrastructure: The purchase and/or retrofit of physical components, infrastructure and equipment that will directly increase the consumption of recycled rubber materials.
- Personnel: The cost for the time for staff engaged or to be engaged on the project, including subcontractor costs
- 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 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.
- Travel: The costs for travel (please stipulate domestic and/or overseas) by project personnel that is directly associated with the project.
- Tyrewise funding will not cover conference attendance.
- 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 the next innovation stage towards, commercialisation.

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

4.3 Co-contributions and matched funding

Tyrewise highly values co-contributions from industry involved in the tyre, transport or automotive sectors, as they demonstrate market validation and enhance the application’s credibility Tyrewise will discuss funding on a case-by-case basis with all applicants invited to complete a full application. 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
- 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

5. Applying to the Tyrewise Fund

Description of application bands

less than $50,000	Short form application band

- It is expected that projects that fall into this band will be of lower complexity, be completed in shorter time periods, and may have less impact on the market for reusing tyres than the standard and full application bands.
- The application form for this band has been pitched to gather the information deemed most relevant for a project of this size and complexity.
- The monitoring and evaluation requirements of projects that fall into this stream are also reduced compared to the other band

$50,000 to $250,000	Standard application band

- The projects that fall into the standard band range from somewhat complex to complex. It is expected that these projects will have a greater impact on the market and may have more complex partnership and funding arrangements (a full project plan will be required if the application is successful)
- The application form for this band is closer to a classic business case format and requires greater analysis and evidence.
- The monitoring and evaluation requirements will also be greater than those in the short form process, with higher expectations around the depth of reporting provided To Tyrewise during and after the project.

over $250,000	Detailed application band

- The projects that fall into the full application band are the most complex. It is expected that these projects will be longer term, may require staging and will have significant impact on the market.
- The application form for this band is based on a full business case format, requiring evidence and justification as well as indicative project planning that is appropriate for the expected greater complexity (a full project plan will be required if the application is successful)
- The monitoring and evaluation requirements will be aligned with the greater risk usually associated with greater complexity.

5.1 Application bands

The Tyrewise Fund application process has three funding bands to ensure that the administrative burden of applying for funding is appropriate to the size and complexity of the project being proposed.

The 'invitation to apply' emailed to each successful EOI submitter will provide a copy of the appropriate form and instructions on how to upload the form and any evidence to the application website. The email will also include your Tyrewise Fund Number to be carried through all documentation relevant to your application.

It is important that the correct form is used for each project. If, with greater consideration and more precise costing, a project moves out of the band of the form we have sent, please let us know as soon as possible (grants@tyrewise.co.nz). Applications will not be accepted if they are not submitted through the appropriate application band.

- The 'detailed' application form includes most of the prompts expected in a full business case. It ensures that the context for the project is appropriate (for example, there is evidence that the project suits or expands the current market for TDM) and that the project has been fully thought through. Free text responses are expected to have more depth, and a higher word limit is allowed. It is expected that projects in the 'detailed' stream will include 'stages' to break up the project over time. It is also expected that funding options will be provided in a 'detailed' application. Options may adjust the scope of the project or limit stages. For very large projects, where it is not fiscally possible for the Tyrewise Fund to cover the entire project within the application category in a single round, providing viable options may be the difference between the project being funded or not being funded. It should be noted that, should a smaller option be funded, such as the first stage of a larger project, there is no guarantee that funding will be provided for the expected later stages in that application.
- The 'standard' form has slightly fewer requirements but still requires evidence of significant rigour around the definition and placement of the project. The word limit for text responses is not as high as the detailed application and there are fewer sections for response. Evidence is encouraged for many of the components for which it is mandatory in the 'detailed' form, although it should be noted that provision of evidence will greatly strengthen applications in the 'standard' stream. While stages might not be required for projects in this application band, options are encouraged, to allow for flexible funding decisions where appropriate.
- The 'short' form is the simplest of the bands and should be a small expansion on the information provided in the original Expression of Interest.

All applications should build on the information provided in the Expression of Interest. In some instances, the information provided in the 'invitation to apply' may direct focus on a particular aspect of the EOI. Please contact grants@tyrewise.co.nz if you have any questions about specific instructions provided in your 'invitation to apply'.

Applicants may withdraw your participation in the application process at any time before submission by emailing grants@tyrewise.co.nz and formally requesting it.

5.2 Application support

The Tyrewise grants team are available to help with any practical problems using the forms to apply to the Tyrewise Fund. However, to ensure probity of process, we will not be available to help applicants develop the contents of their applications.

The application forms are password protected MS Word documents. The form format is locked and applicants are only able to type into specified fields or select from lists that have been set up in the form. If additional rows or other formatting changes are required, please contact grants@tyrewise.co.nz outlining the changes required and why.

5.2.1 Risks

In the risk section of area six of the 'standard' and 'detailed' forms, applicants are asked to rate the residual risk after mitigation activities are completed. The table below can be used as the risk matrix to find the rating after impact and likelihood have been determined.

Risk rating matrix

Actual risk outcome			
Low Green	Moderate Yellow	Significant Amber	High Red

	Impact				
Likelihood	Insignificant 1	Minor 2	Moderate 3	Major 4	Catastrophic 5
Almost certain 5	5 Yellow	10 Amber	15 Red	20 Red	25 Red
Likely 4	4 Yellow	8 Amber	12 Amber	16 Red	20 Red
Possible 3	3 Green	6 Yellow	9 Amber	12 Amber	15 Red
Unlikely 2	2 Green	4 Yellow	6 Yellow	8 Amber	10 Amber
Rare 1	1 Green	2 Green	3 Green	4 Yellow	5 Yellow

Risk likelihood table - guidance

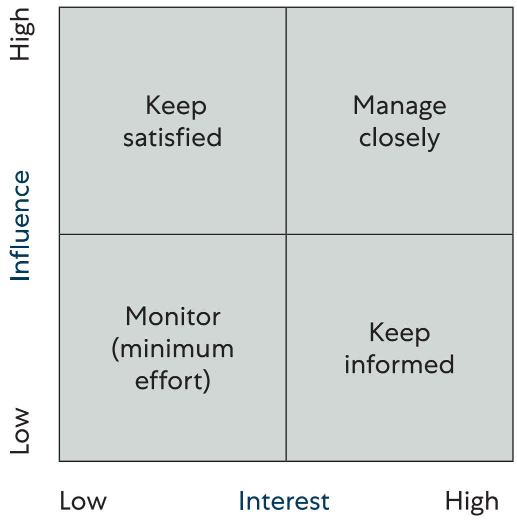
Use the matrix below to more clearly determine the likelihood of the risk occurring after mitigation, using the either the frequency or probability guide depending on the nature of the risk and the project.

	1	2	3	4	5
Likelihood	Rare	Unlikely	Possible	Likely	Almost certain
Frequency	Not expected to occur for years	Expected to occur at least annually	Expected to occur at least monthly	Expected to occur at least weekly	Expected to occur at least daily
Probability	<1%	1-5%	6-20%	21-50%	>50%
	Will only occur in exceptional circumstances	Unlikely to occur	Reasonable chance of occurring	Likely to occur	More likely to occur than not

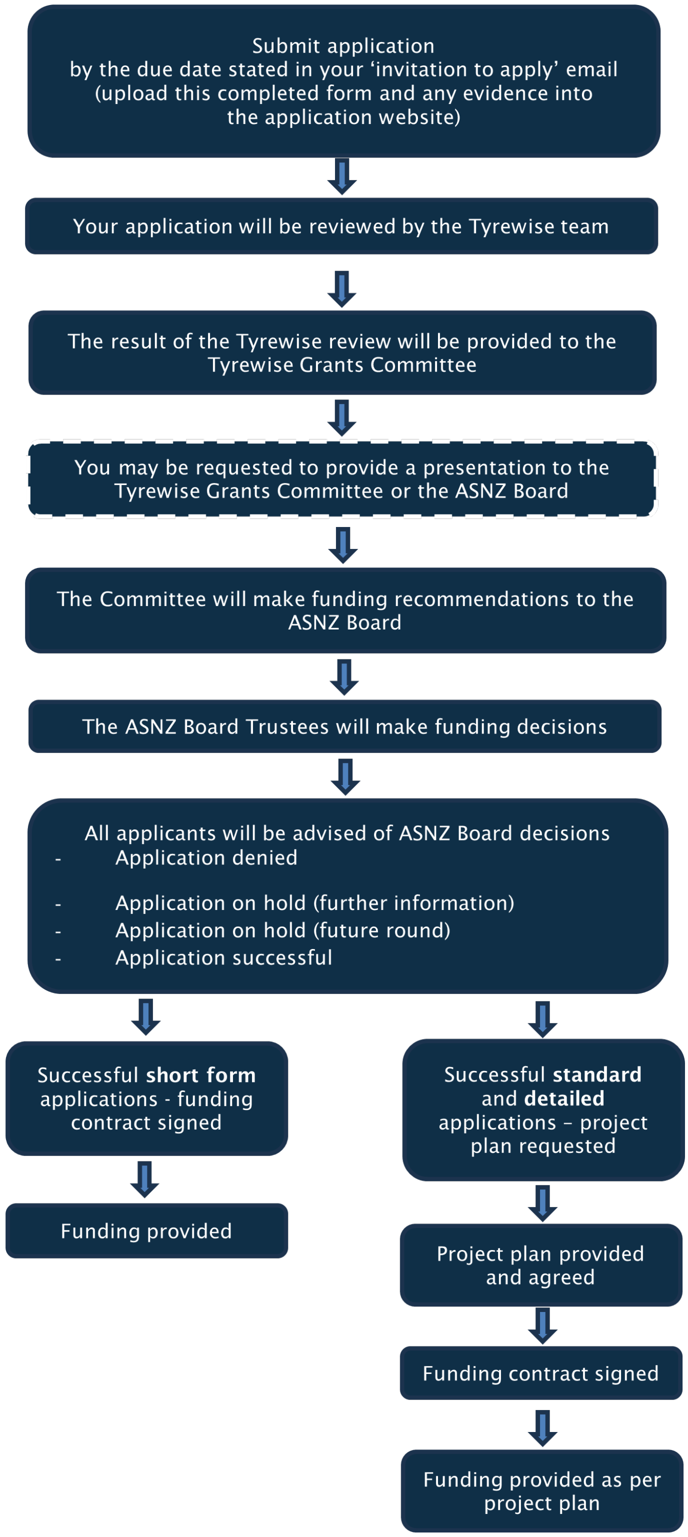
5.2.2 Stakeholder Analysis

In the stakeholder analysis area of section six of the 'detailed' form, applicants are asked to determine the best approach for the stakeholder groups identified for the project.

Use the matrix below to find the stakeholder approach after selecting their interest and power levels.



5.3 Application process



6. Assessment

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

6.1 Assessment Criteria

Applications will be assessed on the ability to deliver tangible outcomes for the development or enhancement of end markets for recycled rubber materials based upon assessment of the following project elements.

This list of assessment criteria is indicative of the full list that will be used to evaluate invited applications to the Fund. The Tyrewise Fund is designed to support projects that:

- Clearly increase demand for recycled rubber materials in the domestic market.
- Deliver measurable environmental benefits, such as lower emissions or improved resource efficiency e.g. increased longevity of pavements.
- Support the development of technical standards, specifications or approvals for new products.
- Align with the Government's waste and resource efficiency strategy, principles of the circular economy, the World Business Council for Sustainable Development's Tire Waste Hierarchy and Recovery Route Matrix, and/or improved resource efficiency.
- Encourage strong collaboration across industry, government and research sectors.
- Enable regional development, Iwi partnerships or social procurement outcomes.
- Demonstrate readiness for commercialisation or real-world deployment.
- Presents a scalable model with potential for broader market uptake.
- Address adoption barriers such as public perception, technical feasibility or cost competitiveness.

6.2 Information sharing

There may be opportunities to share information with the Ministry and other agencies to maximise benefit, avoid duplication of funding effort and to match up funding requests with a suitable funding source.

Prior to funding being finalised and granted we will share a list of projects and applications proposed for funding through Tyrewise with the Ministry for the Environment.

6.3 Application and Assessment Process

Applications will be assessed by the Tyrewise Scheme Management team. The role of the Tyrewise Scheme Management team is to work with the applicant to fully develop their project to the point that it can be presented to the Tyrewise Grants Committee.

6.4 Tyrewise Grants Committee

The Tyrewise Grants Committee (TGC) is a sub-committee formed under the ASNZ Deed of Trust.

The TGC is represented by ASNZ Trustee's, independent members with relevant industry experience (non-competitive) and expertise in funding streams, risk and compliance and strategic skills. The Tyrewise Scheme Manager is also represented.

They are responsible for assessing applications received from the Tyrewise Scheme Manager and subsequently to make recommendations to the full ASNZ Board for funding.

It should be noted that whilst the TGC provides recommendations and advice, it remains the responsibility of the ASNZ Trustees to make final decisions regarding the use of grant funding.

The Tyrewise funding application process involves several steps, but can be altered at the Trustee's discretion.

- All applicants submit an application and this is assessed by the Tyrewise scheme management team
- Feedback will then be provided to the applicant and additional information may be sought
- Once all information has been provided, it is supplied to the TGC for consideration on the value of the application in relation to assessment criteria and Tyrewise goals objectives.
- The TGC make their recommendations to ASNZ
- Upon ASNZ Trustee's approval of the application, a Project Plan is required to specify project delivery details (standard and detailed form).
- The Project Plan will then constitute part of the Tyrewise Funding contract.
- The project will then only be initiated once all project planning is completed and a contract executed.

The TGC reserves the right to ask for supplementary information from any applicant.

6.5 Managing Conflict of Interest

Any conflict of interest that arises in respect of Tyrewise's TGC or ASNZ Trustees will be managed carefully and appropriately to ensure that the relevant member(s) is not included in an application's assessment or selection process.

Proponents will be given the opportunity to request that individual TGC members not assess their applications on the grounds of potential conflict of interest, if such a conflict can be reasonably justified.

6.6 Selection of successful proposals

The ASNZ Board will consider applications based on the merit criteria assessments and recommendations provided to it by the TGC. It will select those of highest merit that contribute to Tyrewise's objectives, goals and priorities.

ASNZ reserves the right to reject applications for funding if the application standards are not considered high enough.

6.7 Post selection feedback

Unsuccessful applicants for funding, will be provided with qualitative feedback on why an application was not successful using the assessment criteria described earlier. detailed scoring information will not be provided.

Unsuccessful applicants may re-submit their application in subsequent funding rounds with appropriate alterations made based upon the feedback of the TGC.

6.8 Confidentiality

Tyrewise treats applications and related information confidentially.

Assessment criteria and weightings

Base Criteria	Weighting
What? Project framework and outcomes	**30**
Anticipated project benefit: Tonnes of recycled rubber material procured, market expansion potential, creation of new markets etc.	30
Who? About the organisation and partners involved	**30**
Strength of the applicant and ability of team: Track record and ability to leverage commercial outcomes	10
Financial contribution and viability of the applicant	10
Strength of partners and alignment of complementary skills	10
Why? The need of the project	**20**
Market barrier the project is addressing: Why is the project necessary? What problem is it looking to address?	10
Demonstration of value for money (solid contribution, sum requested relative to potential market opportunity).	10
How? The project plan	**20**
Strength of the project plan and realistic timelines.	10
Impact of the project on the market and how this will be tested. Eg. market size and economic assessment capacity of project.	10
Total weighted scores	**100**

Appendix 1: Waste hierarchy and recovery route matrix

WASTE HIERARCHY	REUSE	RECYCLING		OTHER MATERIAL RECOVERY	RECOVERY HYBRID			ENERGY RECOVERY	DISPOSAL
ELT INPUT	**Whole tires**	Whole or Shredded tires	Rubber granulate	Whole or Shredded tires, Rubber granulate, Crumb rubber and Powder	Whole or Shredded tires	Whole or Shredded tires	Steel cords, Whole or Shredded tires	Textile, Whole or Shredded tires	**Whole tires**
MANAGEMENT METHODS	**Repairing Regrooving Retreading**	**Granulation and associated applications**	**Reclamation**	**Civil engineering**	**Pyrolysis and gasification**				**Landfill Incineration**
PRODUCTS (OUTPUT)		Granulate and powder	Reclaimed rubber	N/A	Oil, gas, carbon/char, steel			**Other energy recovery**	
APPLICATIONS		• Artificial turf infill • Athletics tracks • Molded rubber products • Playgrounds • Roofing material • Rubber-modified asphalt	• Inner tubes • Insulation tiles used in public transportation for reducing the noise level • Tiles for laying pedestrian concrete areas • Tubeless tire liners	• Agricultural use • Baled tires • Breakwaters • Coastal protection • Erosion barriers • Ground improvement • Landfill construction operations • Road embankments • Shelters • Slope stabilization • Sound barriers, insulation applications	Carbon black: industrial gaseous effluents treatment (e.g. mercury, suplhur dioxide) Char: water and purification Oil and gas: TDF	**Cement Kilns**	**Steel production**	Alternative or additional fuel for energy generation in: • Brick production • Industrial boilers • Power plants • Pulp and paper mills • Waste-to-energy plants	
EXAMPLES OF ADVANCED TECHNOLOGIES		• Absorption of phenol and oil in water • Composites • Concrete • Micronized rubber powder • Porous pipes from recycled ELT	Reclamation by depolymerisation by nitrous oxide	• Retaining walls • Soft clay reinforcement	Use as anodes in lithium, potassium and sodium-ion batteries	N/A	N/A	N/A	

The waste hierarchy category "Reduce" is not in the scope of this analysis. In addition, "Reuse" has been included, however this is not applicable to all tires and would depend on the condition of the product in relation to the appropriate safety standards.

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manaaki tangata,
haere whakamua.
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