

EXPRESSION OF INTEREST

LOW TRAFFIC CRUMB RUBBER ROAD FUND

SEPTEMBER 2020

This application, including attachments, must be submitted via email, with 'Low Traffic Crumb Rubber Road Fund' in the subject line, to: funding@tyrestewardship.org.au

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This document can also be accessed on our website: [Click here.](#)



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Disclaimer: Information in this document is current as of September 2020. While all professional care has been taken in preparing this document, Tyre Stewardship Australia accepts no liability for loss or damages incurred as a result of reliance upon its content.

Tyre Stewardship Australia (TSA) is funding Local Councils and other eligible organisations to utilise Crumb Rubber (CR) in low traffic asphalt roads across Australia.

CR has been routinely used in spray seal roads around Australia, particularly in Victoria, for many decades. However, this fund is provided to increase CR uptake in low traffic asphalt roads and demonstrate the benefits of CR asphalt across a range of differing Australian road conditions.

In late 2019, the Victorian Department of Transport (VDoT) released Section 422 [‘Light Traffic Crumb Rubber Asphalt Specification’ \(LTCRAS\)](#) to provide a specification framework to facilitate more formal use of crumb rubber modified asphalt mixes in low traffic roads. This initiative by VDoT is an Australian first and demonstrates strong leadership in the use of recycled materials in Australian roads.

The VDoT specifications are also representative of a national push for local governments and road authorities to broaden the beneficial use of CR asphalt from ‘traditional uses’ in high traffic roads with higher rubber modifier content (that are the subject of current specification frameworks) to more diverse uses in low traffic roads with lower rubber modifying content.

As a means of encouraging the use of CR asphalt for low traffic roads around Australia, TSA has released the Low Traffic Crumb Rubber Road Fund (LTCRRF) to support councils and other eligible organisations to:

- Install, upgrade, or maintain low traffic roads with CR asphalt
- Implement the new Victorian specifications
- Progress the development of low traffic road specifications in other states and territories around Australia
- Demonstrate the benefit of CR roads in varying road conditions around Australia
- Capture the benefit of CR modified roads relative to conventional roads
- Enable industry and consumers to better access CR modified asphalts
- Promote and proliferate the use of CR modified asphalts around Australia.

TSA and the intent of The Fund

TSA is a not-for-profit organisation 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, and
- develop Australia’s tyre recycling industry and markets for tyre-derived products.

The Australian tyre recycling industry produces a number of tyre derived product (TDP) such as CR 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 the waste tyres (around 466,000 tonnes annually) generated in Australia.

Having Committed \$5.9 million to developing new uses for end-of-life tyres, TSA provides this opportunity for your organisation to use recycled CR in the building of new roads to further increase local markets for recycled Australian tyre product.

With 85% of roads managed by local councils and significantly more low traffic roads found nationally, there is a big opportunity to utilise the recycled CR currently being created from the millions of used tyres generated in Australia each year to create a better performing and longer lasting Australian road network

Objectives of 'The Fund'

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The objectives of The Fund are to:

- Install, upgrade, or maintain low traffic roads with CR asphalt
- Implement the new Victorian specifications and demonstrate the value they provide
- Progress the development of low traffic road specifications in other states and territories around Australia
- Demonstrate the benefit of CR roads in varying road conditions around Australia
 - The assessment team will support projects across a range of circumstances where CR asphalt can provide value including in regional, remote, coastal, and urban areas
 - Instance where CR modification is highly sought after for additional performance benefit, such as in expansive clay subbases and other such circumstances will be favoured in assessment.
- Capture the benefit of CR modified roads relative to conventional roads
- Enable industry and consumers to better access CR modified asphalts
- Promote and proliferate the use of CR modified asphalts around Australia

Eligible Applicants

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Applications must:

- Be submitted in accordance with the requirements of this document.
- Be submitted by a Council, road authority or other public road maintaining authority
- Industry groups and representative associations including:
 - Local Government Associations, Regional Organisations of Councils and other council representative organisations
 - Road sector associations and representative organisations
 - **Please note:** Should an application be lodged by an industry group or representative association on behalf of one or more asset owners, the participating road owner/s must provide a letter of support and commit to the terms of the Fund for the duration of the project lifetime. Contact TSA for a Letter of support template if required
- Contractors and/or road service providers or supplier coordinating delivery on behalf of asset owners.
 - **Please note:** Should an application be lodged by a contractor or road service provider on behalf of one or more asset owners, the participating road owner/s must provide a letter of support and commit to the terms of the Fund for the duration of the project lifetime. Contact TSA for a letter of support template if required

- Reference the VDoT LTCRAS, or, progress CR low traffic road specification development in the jurisdiction in which you operate.
- Be willing to be involved in future workshops to promote the work undertaken as part of this project
- Become a TSA scheme ‘participant’: It is free to join and some basic requirements. Speak to us if you have any concerns <https://www.tyrestewardship.org.au/about-tsa/apply-for-accreditation/>
- Provide TSA with data relating to the volumes consumed of CR on an annual basis if Council continues to utilise CR asphalt
- Agree to comply with [TSA Terms and Conditions](#), (any clause requiring negotiation please state in 4.10 of the EOI form), and agree to 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
- Agree to comply with TSA’s Terms of Participation in The Fund Program. [See Appendix](#)

Successful applicants will commit to the following:

- Purchase CR-modified asphalt from a contractor sourcing from a TSA-accredited CR Supplier
- The building and benefit’s that low traffic CR roads provides
- Quantify the benefits of the installation of a CR low traffic road including financial business cases
- Monitor the performance benefits over time, 6 months, 12 months, 2 years, 5 years, 10 years, 15 years and beyond, providing the data to TSA on a regular basis.

Eligible Expenditure

TSA will provide financial support for additional costs (relative to the installation of a conventional road) associated with installing a CR asphalt road. This will most likely include costs associated with additional infrastructure, equipment, and materials to procure and install a CR asphalt road relative to a conventional road that may otherwise have been installed were this Funded project not to be undertaken.

Likely additional costs will include the following:

- Purchase of CR modified asphalt
- Additional mixing equipment and infrastructure
- Specified project management expertise (cannot be more than 20% of the TSA expenditure on the project)
- PPE
- Labour
- Monitoring of benefits
- Business case development
- Promotion and engagement

Any other justifiable additional costs associated with the installation of a CR asphalt road in your area may also be considered should a good rationale be provided.

Please note, The Fund does not cover one-off infrastructure costs for companies to supply CR asphalt. The Fund covers the costs for road procurers to install CR roads.

- TSA has \$250,000 available for this round of The Fund.
- TSA expects to see applications from Councils and other eligible organisations to the value of between \$25,000 and \$75,000.
- TSA will consider applications outside of this expected funding level on a case by case basis should valid justification be provided.
- TSA understands that a Fund of this nature may be oversubscribed given the funds available and potential interest. Should this be the case and a number of very high-quality projects are received, TSA may seek to attract additional funding support from other sources.
- Additional rounds of The Fund may also be released at a later date.
- As such, TSA encourages you to either apply, or at the very least, register your interest with TSA for such projects via the contact details in Section 12 of this document.
- If you have a project in mind that you believe relates to the objectives of this fund (increase consumption of recycled Australian tyres product), but may be out of scope, please review the TSA Tyre Stewardship Fund guidelines <https://www.tyrestewardship.org.au/innovation/fund-guidelines-and-application/> and consider discussing your idea with TSA.
- TSA has funds available for all types of projects that consume Australian generated TDP. To see what we have funded in the past, please check the TSA website. <https://www.tyrestewardship.org.au/project/>

Assessment Criteria

Funding will be awarded via a merit-based application process using the following criteria:

Tyre Stewardship Australia Low Traffic Crumb Rubber Road Fund

| Base criteria | | Weighting |
|---------------|---|------------|
| What | Project Framework and outcomes – What do you intend to do? <ul style="list-style-type: none"> - Description of the project, process and key outcomes. | 25% |
| Who | About your organisation and contractors involved <ul style="list-style-type: none"> - Strength of applicant and the ability to deliver the project. - Are all required service providers and partners on board with the project? - How well placed are you to promote project benefits to other professionals? | 25% |
| Why | The need of the implementation <ul style="list-style-type: none"> - What are the conditions that require a CR asphalt? Such as expansive clay or other conditions that require crack resistance or alike. - What issues will the use of a CR asphalt overcome relative to a conventional asphalt? - Is your organisation looking for long term, life cycle benefits? If so, explain why and how the project will deliver this. - How will the CR benefit your road network and organisation? | 25% |

| | | |
|------------------------------|--|-------------|
| How | The Project Plan | 25% |
| | <ul style="list-style-type: none"> – Strength of the project and realistic deliverable timelines – Does the project involve engagement with regions and other organisations (such as suppliers, contractors, road authorities, regional authorities, LGA's)? – How will you monitor the project and quantify benefit? – How will the outcomes be promoted? | |
| TOTAL WEIGHTED SCORES | | 100% |

Assessment Process

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Representatives from TSA, IPWEA, and AAPA are likely to assess applications. Other assessors may also be included on a panel at the discretion of TSA.

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

If there are any concerns with the panel and/or process, please feel free to contact TSA to discuss.

Post Selection Feedback

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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.

Confidentiality

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TSA treats all information relating to fund applications that it receives confidentially.

Key Dates

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Low Traffic Crumb Rubber Road Fund applications are due COB September 30, 2020.

Additional Information

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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: tammie.miller@tyrestewardship.org.au

Phone: +61 491 272 805

Expression of Interest Form

Tyre Stewardship Low Traffic Crumb Rubber Road Fund

Notes to respondents:

Please complete your response to this EOI using this template. You may feel free to utilise your own internal proposal templates provided the same headings are used.

Please submit in PDF format.

| 1. Council Authorisation | |
|--------------------------|-------|
| Name: | |
| Title: | |
| Signature | Date: |

| 2. Council Details | |
|-----------------------------------|-------------|
| Name of Lead Council / Entity: | |
| Lead Council / Entity Address: | |
| Lead Contact Person and Position: | |
| Lead Phone Contact: | Lead Email: |
| ABN: | ACN: |

| 3. Site Details |
|------------------------------------|
| 3.1 Anticipated site address: |
| 3.2 Anticipated Commencement Date: |
| 3.3 Anticipated Completion Date: |

| 4. Implementation Details |
|--|
| 4.1 Site Details – <i>describe the site in detail</i> |
| a) Road condition: |
| b) Road length and width: |
| c) Expected traffic conditions: |
| d) Is this site a new road site or scheduled maintenance?: |

| |
|--|
| 4.2 Past Performance |
| Provide previous history of any road issues/conditions the council have had concerns with. Include the reason for the use of a crumb rubber asphalt over a conventional mix |
| |
| 4.3 Expected Outcomes |
| Describe the expected outcomes and benefits the council expects from the uptake of 422 LTRAS or a crumb rubber asphalt over the conventional mix. If available, please include financial efficiencies and potential 'life cycle' benefits (lasts longer, less cracking etc). |
| |
| 4.4 Commitment |
| Does your organisation have an on-going commitment to continue to implement the specifications throughout the council road network? Is an ongoing commitment dependent upon the outcomes of this project? What do you need to see to utilise crumb rubber asphalt roads throughout your network? |
| |
| 4.5 Support |
| Provide assurances that the council and their contractors will purchase Crumb Rubber that has been generated in Australia and processed by TSA accredited supplier. Please provide who the council intends to purchase the crumb rubber from and how much per tonne. |
| |
| 4.6 Contractor |
| Please provide the name of the contractor that the council intends to contract the works to |
| |
| 4.7 Future Developments |
| Provide a list of any potential sites the council intends to install Crumb Rubber Asphalt, please provide length and width of each site, and intended tonnes of crumb rubber to be utilised. |
| |

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|---|
| 4.8 Performance Monitoring |
| How will you monitor the performance of the road once it is installed? |
| |
| 4.9 Promotion |
| How will you and your organisation play a role in promoting the project, crumb rubber and the benefits it will provide to your Council? |
| |
| 4.10 Further Comments |
| Any further comments you would like TSA to consider when reviewing councils EOI. |
| |

| | | |
|--|------------------------|--------------------------------|
| 5. Funding | | |
| 5.1 Funding amount requested | | |
| Please outline the anticipated financial assistance you require from TSA for implementation of the LTCRAS. | | |
| Expenditure Type | TSA Cash Amount | Justification/Rationale |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| TOTALS | \$ | |
| | | |
| 5.2 What is the rationale for the amount requested | | |
| Outline why the amount of support is required and how it will be used. | | |
| | | |

Insurance

- TSA requires that all successful applicants must effect and maintain adequate insurance or similar coverage to cover all reasonably insurable liabilities arising as a result of undertaking a TSA Funded project, including without limitation:
- Workers' compensation insurance for the maximum amount required by the relevant State (being any 'State' in which any part of the Project is carried out) or Territory legislation which covers the Specific Personnel and any other employee involve in the Project:
- Public liability insurance for \$10,000,000 or more per claim which relates in any way to the Project: and
- Professional liability insurance for \$10,000,000 or more per claim to cover loss or damage to property which relates in any way to the Project, including insurance covering the sites at which the Project is undertaken, and will, if requested, provide TSA with a copy of the relevant certificates of currency.

Does your organisation have such coverage and will continue to have so for the duration of any project with TSA?

Yes: No:

If no, please state why:

Compliance and Legal

- Applicants and their related entities are required to declare any environmental or safety breaches within the last five years.
- Not disclosing or providing the required evidence for environmental or safety breaches may deem your application non-compliant
- TSA reserves the right to reject applications where the applicant's compliance with environmental and safety laws is unsatisfactory in accordance with Section 7 – Compliance and Legal.
- Please declare and provide required details to show compliance with environmental and safety laws

Has your organisation or related entities had a reportable incident or received a penalty, notice, prosecution, warning, enforcement action or regulatory intervention from any environmental and safety laws in the last five years?

Yes: No:

If yes, please provide details, attach relevant notice/s and evidence that the penalty, notice, prosecution, enforcement action or regulatory intervention has been satisfactory resolved and that the level of compliance since the beach is satisfactory.

Do you acknowledge that TSA may undertake checks with EPA, Worksafe or other relevant regulator about your organisation and related entities' compliance with environmental and safety laws?

Yes: No:

Do you acknowledge that the project delivery partners (including sub-contractors) agree to provide information to TSA should EPA, WorkSafe or other compliance checks be required about their compliance with environmental and safety laws?

Yes: No:

Conflict of Interest

Conflict of Interest means any matter, circumstance, interest or activity affecting the applicant or its Related Persons which may appear to impair the ability of the applicant to undertake this Project diligently and independently or perform its obligations under any funding agreement with TSA in relation to the Project.

Please select:

No current or potential conflict of interest exists

A current or potential conflict of interest does exist. We disclose the following conflict/s of interest and indicate below how we propose to manage it/them:

| |
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| |
|--|

Declaration

I state that: The information in this application and is to the best of my knowledge true and correct and agree to the application conditions. I will notify TSA of any changes to this information and any circumstances that may affect this application.

I agree to provide TSA all such information as reasonably required to assess our financial viability and agree to undertake an independent third-party financial viability check if deemed necessary by TSA.

I acknowledge that TSA may refer this application to external experts or other Government Departments for assessment, reporting, advice, comment or for discussions. TSA acknowledges that is external referral is sought, all documentation and associated information will be considered commercial in confidence.

| | |
|---|-------|
| Name: | |
| Position: | |
| Signatures of project leader or approved delegate | Date: |

This application, including attachments, must be submitted via email, with 'Low Traffic Crumb Rubber Road Fund' in the subject line, to: funding@tyrestewardship.org.au

PLEASE NOTE: This is an Expression of Interest form. All applicants who progress beyond the initial assessment stage will be required to provide full insurance, compliance and legal and other required information to TSA. A full project plan will be required for submission as part of a full contract with TSA.

Appendix

TSA's Terms of Participation in the Fund Program

Local Government plays a vital role in the tyre, "supply to disposal" chain. Accreditation by Council in the Tyre Product Stewardship Scheme requires three simple commitments.

Actions to meet scheme commitments

Your Council must commit to:

1. Disposing end-of-life tyres with TSA accredited collectors and recyclers

Locate accredited suppliers on the [TSA online search function](#)

If not presently accredited request current collector and recycler to join TSA and the Tyre Stewardship Scheme

2. Source new tyres for Council fleet with accredited tyre suppliers

Include a requirement for TSA participation in tyre procurement tender documentation

3. Incorporate Australian recycled rubber products in Council procurement processes

Include a requirement for Australian recycled rubber in procurement tenders for improved management of assets

If you do not meet the above requirements, please contact Tammie Miller (tammie.miller@tyrestewardship.org.au or 0491 272 805) to discuss further.

Actions to promote the scheme

The items listed below are further ways in which TSA would ask Council to support the Scheme and the sustainable management of end-of-life tyres

- Promote environmental credentials through the involvement in the Tyre Product Stewardship Scheme via Council's website by showing TSA logo or providing link to TSA website
- Provide information to the public and local businesses about TSA and the benefits of participating, via either Council website, newsletters, Council customer service facility, relevant community events or conferences
- Incorporate requirement for TSA accreditation as a condition for all new tyre facilities in the region