



**THE INTEGRATED INDUSTRY WASTE TYRE MANAGEMENT PLAN
OF THE SOUTH AFRICAN TYRE RECYCLING PROCESS COMPANY¹
(THE “SATRP COMPANY INDUSTRY PLAN”)
IN TERMS OF SECTION 32(6) OF
THE NATIONAL ENVIRONMENTAL MANAGEMENT: WASTE ACT, 2008
(ACT NO 59 OF 2008)
RELATING TO THE WASTE TYRE REGULATIONS, 2009**

¹ South African Tyre Recycling Process Company (Association incorporated under Section 21)
Registration no: 2002/027503/08

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PART 1 INTRODUCTION

1. PREAMBLE

- 1.1. In response to the Waste Tyre Regulations, 2009 the SATRP Company has prepared this Integrated Industry Waste Tyre Management Plan, the "SATRP Company Industry Plan".
- 1.2. Expressions defined in the Regulations shall bear the same meaning in this plan.

2. OBJECTIVES OF THE SATRP COMPANY INDUSTRY PLAN

2.1. **Challenges:** This SATRP Company Industry Plan embraces the Producer Responsibility of the Subscribers for their pneumatic tyres once they become waste. This Plan has to deal with the following challenges starting from 2010:

- Close to 13,000,000 tyres or 225,000 tonnes of pneumatic waste tyres are generated in South Africa (SA) annually. Their masses range from 2kg to 4,000kg each and some are up to 3m in diameter.
- Most importantly, as a commodity a waste tyre has no economic value and therefore virtually no processing industry exists in SA, less than 4% of waste tyres are recycled at present. No recovery industry exists.
- Tyre dealers and large end-users have virtually no satisfactory disposal mechanism for waste tyres leading to many waste tyres being illegally dumped, re-used or burnt. A number of disadvantaged people are deployed in this sector.
- Large legacy stockpiles of waste tyres exist and these discarded tyres are causing environmental, fire and health risks on mines, in townships and surrounding areas.
- Collections will have to be done frequently from over 230 towns in SA requiring long distance transport.
- Collection points will number over 3,000 operations that deal in tyres.
- Due to space constraints some tyre dealers have to be cleared regularly.
- Multi million Rand private sector investments are required to set up transport, sorting and processing of waste tyres.

2.2. **Objectives:** Against the challenges described in paragraph 2.1 the objectives of the SATRP Company Industry Plan are:

- To create on behalf of the subscribers and stakeholders a sustainable and professional waste tyre collection operation of all eight categories of tyres identified according to international standards, i.e. of the brands belonging to its subscribers.
- To facilitate and initially subsidise the creation and development of private sector waste tyre processing operations in SA to process all the waste tyres collected.
- To facilitate the required funding of all the operations without overburdening the tyre consumer, being the only source of funds, in order to defray this environmental cost.
- To clear within a practical and reasonable period the legacy stock piles of waste tyres including waste tyres in townships, as soon as processors are established using 5% of the annual budget for this purpose. This budget allocation excludes stockpiles with identified owners.
- To create within a region through the transport contractors, as many jobs as economically possible for previously disadvantaged people dealing at present with waste tyres and to promote associated black economic development and training.
- To constantly investigate and apply best international practice dealing with waste tyres.
- To establish and address the training needs of all associated with the programme.
- To ensure that all collection, storage and processing operations associated with the programme comply with the environmental standards and minimise waste and pollution.
- To operate a programme that is cost effective and efficient, applying good corporate governance and prevent fraud.

- To protect when required, the confidentiality of information of all businesses associated with the programme.
- To constantly review compliance particularly to laws and regulations pertaining to environmental issues, competition and consumers.
- To regularly report to the Minister as required.

2.3. **Role:** The role of the SATRP Company is to manage, on behalf of its subscribers, the appointment of transport contractors and waste tyre processors for the collection and utilisation of the subscribers' waste tyres. The Company will not expand its activities into the transport or waste tyre processing industries.

PART 2 DEFINITIONS

3. DEFINITIONS

In this Integrated Industry Waste Tyre Management Plan, unless the context indicates otherwise;

“annual arising” means the number or mass of replacement tyres sold annually in South Africa;

“collection fee” means the fee that will be raised by the SATRP Company for the management process of any waste tyres on which no waste tyre management fee has been raised;

“DEA” means the Department of Environmental Affairs

“establishment fee” means a subsidy, the rate of which is established by the Board of the SATRP Company at the time of advertising tenders and paid by the SATRP Company to waste tyre processors, contracted to the SATRP Company, for a period of 60 months, or for the contract period whichever is the shortest, based on the utilisation of waste tyres received from the SATRP Company;

“events” means one-day collection events arranged by the SATRP Company at which identified consumers can drop off waste tyres at pre-arranged locations for collection by waste tyre transporters. Events may range in frequency from one to several events, often in different locations within a province;

“general waste” means waste that does not pose an immediate hazard or threat to health or the environment, and includes-

- a) domestic waste;
- b) building and demolition waste;
- c) business waste; and
- d) inert waste;

“management process” means the process beginning at the time when a waste tyre is classified through its supply to a recycling or recovery company, or its disposal, and includes the:

- collection from designated venues;
- collection from any legacy stockpile in SA;
- transport to and temporary storage at transfer sites;
- sorting and preparation for delivery;
- establishment, utilisation and disposal fees, when necessary;
- external accounting of the waste tyre management fee;
- social awareness and marketing campaigns;
- funding the above activities;
- external audit of the above activities; and
- the SATRP Company administration;

“Minister” means the Minister of Water and Environmental Affairs;

“recovery” means the controlled extraction of a material or the retrieval of energy from waste tyres;

“recycle” means the separation and processing of materials from waste tyres for further use as new products or resources;

“re-use” means the utilisation of waste tyres, in whole or in part, without changing the composition of the waste tyre;

“SATRP Company Industry Plan” means the Integrated Industry Waste Tyre Management Plan submitted by the SATRP Company and approved by the Minister;

“subscriber” means any tyre producer that registers with the SATRP Company Integrated Industry Waste Tyre Management Plan;

“transfer site” means a site established by a transport contractor for the storage and preparation for onward delivery of waste tyres collected from tyre dealers or from legacy waste tyre stockpiles;

“transport contractor” means any person or institution engaged in the commercial transport, storage and preparation of waste tyres for onward delivery on behalf of the SATRP Company;

“transport sub-contractor” means any person or institution engaged in the commercial transport and storage of waste tyres on behalf of a SATRP Company appointed transport contractor;

“tyre” means a continuous pneumatic covering made of natural rubber or synthetic rubber or a combination of natural and synthetic rubber encircling a wheel, whether new, used or retreaded;

“tyre category” means the categories of pneumatic tyres as defined in the current editions of the European Tyre and Rim Technical Organisation (ETRTO) manuals, excluding cycle tyres, plus an eighth category to cater for tyres not referred to in the ETRTO manuals;

1. Passenger car tyres;
2. Commercial vehicle tyres;
3. Agricultural equipment tyres;
4. Motorcycle tyres;
5. Industrial and lift truck tyres;
6. Earthmoving equipment tyres;
7. Aircraft tyres;
8. Other pneumatic tyres;

“tyre sub-category” means any sub-category of tyres within a tyre category;

“tyre dealer” means any person or entity that distributes, or otherwise deals commercially in tyres;

“tyre producer” means a person or institution engaged in the commercial manufacture or import of tyres and retreadable casings, and the import of vehicles fitted with tyres for distribution in South Africa;

“tyre sales” means the number of tyres sold, donated, replaced under warranty, provided as part of a promotional campaign, rejected as having a factory fault, or otherwise distributed in South Africa by a tyre producer;

“utilisation fee” means a subsidy, the rate of which is established by the Board of the SATRP Company at the time of advertising tenders and paid by the SATRP Company to waste tyre processors, contracted to the SATRP Company, for the contract period, based on the utilisation of waste tyres received from the SATRP Company. The utilisation fee will form part of the tender process and tenderers may elect to claim the full fee, a percentage thereof or an actual fee;

“vehicle tracking system” means a system installed by a transport contractor, or a transport sub-contractor to record, inter alia the travelling time, the standing time, the average road speed, the distance travelled and the route taken by all the vehicles employed for the transportation of waste tyres from collection points to delivery points;

“waste tyre” means a new, used, retreaded, or un-roadworthy tyre, not suitable to be retreaded, repaired, or sold as a part-worn tyre and not fit for its original intended use;

“waste tyre management” means the collection and transport, the storage and preparation for delivery, the delivery of waste tyres, the funding and the control of these operations;

“waste tyre management fee” means the non-commercial recovery of the costs of environmental compliance that will be collected by the SATRP Company from the subscribing tyre producers, the proceeds of which will be utilised to fund the cost of the waste tyre management process;

“waste tyre processor” means any person or entity that is engaged in the commercial re-use, recycling or recovery of waste tyres.

PART 3 SUBSCRIBERS

4. REGISTRATION

- 4.1. Any tyre producer having received a registration number from the DEA, in terms of Part 3 of the Waste Tyre Regulation, and wishes to, may become a subscriber to the SATRP Company Industry Plan.
- 4.2. The names of the initial subscribers to the SATRP Company Industry Plan are listed on annexure A and will thereafter be updated on the website – www.rubbersa.com
- 4.3. All subscribers will be obliged to sign an agreement, an example of which can be viewed on the SATRP Company website, with the SATRP Company detailing the responsibilities of both parties.
- 4.4. Subscribers may de-register from the SATRP Company Industry Plan with effect from the end of any financial year of the SATRP Company on written notice of not less than 120 days prior to the end of the respective financial year-end of the SATRP Company; provided that subscribers may not de-register with effect from a date which occurs within the period of (3) years commencing on the date upon which the respective subscriber registered with the SATRP Company Industry Plan.

5. DECLARATIONS

- 5.1. All subscribers must provide the external accountant with a monthly declaration of their tyre sales by tyre category.

**PART 4
TRANSPORT CONTRACTORS**

6. APPOINTMENT

- 6.1. **Commercial tender:** A commercial tender process will be instituted in order to allow for free competition in the allocation of waste tyre transport and storage contracts. Details of the regions and expected waste tyre quantities and locations to be tendered for will be provided in the tender documents.

Due to the complexity and differing requirements of each geographical region in SA a generic scorecard cannot be provided for this transport tender process. As applicable to all the tenders within this SATRP Company Industry Plan, experts will be used to evaluate the tenders. The transport tender process will be evaluated in accordance with standard commercial transport tenders in SA.

- 6.2. Contracts for periods up to three (3) years will be awarded for successful tenders.
- 6.3. One or more transport contractor may be appointed in each province of South Africa.
- 6.4. Transport contractors may appoint transport sub-contractors within the province for which the contract has been awarded; provided that any such sub-contractor undertakes to the SATRP Company to permit the inspections referred to in paragraph 19.2
- 6.5. The SATRP Company will provide the transport contractors with a registration number which must be displayed on all trading documentation and waste tyre transport vehicles.
- 6.6. Transport sub-contractors must display the registration number of the transport contractor on their waste tyre transport vehicles.

7. CONTRACTUAL OBLIGATIONS

Each transport contractor is obliged, for this SATRP Company Industry Plan, to:

- 7.1. Provide all equipment, transport, transfer sites, labour and supervision thereof necessary for the loading, transportation, storage, sorting, delivery and accounting thereof of waste tyres within the province or area for which the contract has been awarded;
- 7.2. Establish transfer sites:
- That conform to the storage of waste tyres requirements of the Waste Tyre Regulations, 2009;
 - That conform to all other legal requirements;
 - Store the waste tyres in a manner that conform to the requirements of the Waste Tyre Regulations, 2009;
 - That can accommodate a maximum of four (4) months waste tyres collected.
 - Register each site with the SATRP Company

- 7.3. Provide service level undertakings:
 - To the tyre dealers for the collection of waste tyres;
 - At agreed intervals for collection, and
 - With minimum quantities for collection.
 - To the waste tyre processors for the delivery of waste tyres;
- 7.4. Provide the SATRP Company with copies of all service level undertakings;
- 7.5. Provide the necessary equipment to determine the mass of waste tyres:
 - Collected from tyre dealers;
 - Collected from legacy waste tyre stockpiles,
 - Received into and despatched from transfer sites; and
 - Delivered to waste tyre processors;
 - Delivered to landfill sites;
- 7.6. Provide a vehicle tracking system
 - To ensure that vehicles do not deviate from assigned routes;
 - That is regularly inspected;
 - That is well maintained;
 - That is kept in good working order;
 - To register collection and delivery location history.
- 7.7. Collection of waste tyres
 - Collect waste tyres in the categories and brands for which its contract has been awarded;
 - Collect waste tyres from the tyre dealers identified by the SATRP Company within the province for which the contract has been awarded;
 - Collect waste tyres from legacy waste tyre stockpiles as and when instructed to do so by the SATRP Company;
 - Collect waste tyres from other venues as and when instructed to do so by the SATRP Company
- 7.8. Delivery of waste tyres
 - Sort and prepare waste tyres for delivery, as specified from time to time, by the SATRP Company;
 - Deliver waste tyres in the categories and quantities to waste tyre processors as instructed by the SATRP Company;
 - Deliver waste tyres, or parts thereof, to landfill sites as and when instructed to do so by the SATRP Company;
- 7.9. Documentation
 - Complete paper and electronic documentation, approved by the SATRP Company, indicating date, time, venue and mass of waste tyres collected and delivered.

8. PEOPLE PREVIOUSLY EMPLOYED AS WASTE TYRE TRANSPORTERS

- 8.1. The transport contractor will indicate the process to be followed to contract or directly employ as far as practically and economically possible, previously employed people from the tendered region presently deployed in the informal waste tyre transport business.

9. DECLARATIONS

The transport contractors will provide the SATRP Company, in the agreed format and frequency, with the mass of waste tyres:

- 9.1. Collected from tyre dealers;
- 9.2. Collected from legacy waste tyre stockpiles;
- 9.3. Collected from other venues;
- 9.4. Received and despatched from each transfer site;
- 9.5. Delivered to waste tyre processors;
- 9.6. Delivered to landfill sites;
- 9.7. Stock on hand at each transfer site and in transit, and
- 9.8. The number of personnel employed;

In the transport sector as;

- Direct employees
- Sub-contractors

In the transfer sites as;

- Direct employees
- Sub-contractors

- 9.9. Training and development programmes identified, instituted and results. This to include operational, administrative, safety, environmental and career development.

10. PAYMENT FOR SERVICE

10.1. The SATRP Company will pay the transport contractor, at the contracted rate and otherwise in accordance with the terms of the contract, monthly in arrears based on:

- The mass of subscribers' waste tyres collected from registered sites and transported to transfer sites,
- The provision of transfer sites for the storage of subscribers' waste tyres,
- The sorting of subscribers' waste tyres at transfer sites, and
- The mass of waste tyres delivered to registered delivery sites.

10.2. No payment will be made for deliveries of waste tyre quantities not previously authorised by the SATRP Company as per the normal regular written instructional procedures ,

10.3. Payments will only be made by bank transfer to designated company bank accounts,

10.4. Transport contractors will be responsible for the payment of their transport sub-contractors.

PART 5
WASTE TYRE PROCESSORS

11. TENDER PROCESS

- 11.1. A tender process will be instituted in order to allow for free competition in the allocation of the waste tyres collected.
- 11.2. The first tender offered by the SATRP Company will be advertised not later than two months after the approval of the SATRP Company Industry Plan by the Minister.
- 11.3. The SATRP Company will advertise in the tender the expected mass and category, or sub-category, of waste tyres to be collected, but that mass will not be guaranteed.
- 11.4. Any tenderer with an expected usage of between 1.5 and 3 tonnes of waste tyres per month and located not further than 150km from any city outer limits will qualify automatically for supply if all legal requirements are in place.
- 11.5. The tender will require as compulsory information:
- Mass and category, or sub-category, of waste tyres that the waste tyre processor expects to use per annum;
 - The utilisation process to be applied;
 - The mass/volume of general waste to be generated as a result of the utilisation process;
 - The air quality management measures proposed for recovery plants;
 - The proposed period of the contract;
 - The proposed percentage of the utilisation fee they are tendering for.
 - Details of all the items as per the scorecard annexure B and as detailed by the tender documents.
- 11.6. Tenders will be directed to the external auditor for adjudication according to criteria based on a scorecard, see annexure B.
- Preference will be given to waste tyre processors where the processing of the waste tyre is their primary function.
 - Tenders from landfill sites will not be considered.
- 11.7. Waste tyre processors not being in possession of a permit, license or exemption issued by the relevant government authority to process waste tyres will be included in the tender process if they have applied for the necessary permit, license or exemption or commenced their authorisation process, if required, and can submit satisfactory proof of this action.
- 11.8. The SATRP Company will, from time to time, advertise tenders for additional mass, categories and sub-categories of waste tyres available for processing that have been accumulated and that area excess of contracted demand, allowing for new waste tyre processors to enter into the market.

12. BUSINESS PLAN

- 12.1. A business plan must be included with all tenders this must include;
- Best Accepted Practice,
 - Best Accepted Technology,
 - Best Environmental Practice, and
 - Financing

13. APPOINTMENT

- 13.1. The SATRP Company will award contracts for the supply of waste tyres to waste tyre processors on the recommendation of the external auditor.
- 13.2. Waste tyre processors in a province where those waste tyres are collected will be given preference in order to limit the delivery cost and to encourage job creation within the province.
- 13.3. Waste tyre processors will be obliged to sign contracts with the SATRP Company detailing the responsibilities of each party.
- 13.4. Contracts awarded to parties subject to their being granted a permit, license or exemption will be subject to the conditional provision that the permit, license or exemption is obtained;
 - Should the permit, license or exemption not be obtained in the period provided for, the contract will be cancelled and the waste tyres awarded in terms of the contract will be once again offered on tender.
- 13.5. Contracts will be awarded for periods of up to five (5) years.

14. DECLARATIONS

- 14.1. The waste tyre processors will provide the SATRP Company, in the agreed format, with the mass of waste tyres or parts thereof:
 - Received from transport contractors;
 - Used in their utilisation process;
 - Stored under their control.
- 14.2. The number of personnel employed in the waste tyre facility.
- 14.3. Training and development programmes identified, instituted and results. This to include operational, administrative, safety, environmental and career development.
- 14.4. The waste tyre processor will be required to provide the Minister on a regular basis data required for the purposes of the national Waste Information System.

15. PAYMENT FOR PROCESSING OF WASTE TYRES

- 15.1. The SATRP Company will pay the waste tyre processor based on the mass of waste tyres used:
 - An establishment subsidy, at the rate advertised in the tender, for a period of 60 months or for the contract period whichever is the shortest;
 - An utilisation fee, tendered for by the processor, for the period of the contract.
- 15.2. Payments of both the establishment subsidy and the utilisation fee will be made monthly in arrears:
 - By bank transfer to designated company bank accounts;
 - Only for waste tyres received from SATRP Company appointed transport contractors.
 - Only for waste tyres used in the processes as per the contract.

PART 6
TYRE DEALERS

16. REGISTRATION

- 16.1. Tyre dealers in possession, or control of any waste tyres that originate from tyres manufactured, imported new, part-worn, as a retreadable casings or fitted to vehicles by subscribers to the SATRP Company Industry Plan, must register with the SATRP Company for the collection of those waste tyres from their premises
- 16.2. Informal tyre dealers in possession, or control of any waste tyres that originate from tyres manufactured, imported new, part-worn, as a retreadable casings or fitted to vehicles by subscribers to the SATRP Company Industry Plan, may register with the SATRP Company for the collection of those waste tyres from their place of business
- 16.3. After registration, in terms of 16.1 or 16.2, the SATRP Company will issue the applicant with a registration number; and
- 16.4. The tyre dealer must display, in a prominent position in the workplace:
- The registration number issued by the SATRP Company;
 - The registration number, name and contact details of the SATRP Company appointed transport contractor authorised to collect the waste tyres of the subscribers' from the tyre dealer;
 - The marketing and information posters, issued by the SATRP Company indicating the recommended rates of the waste tyre management fee for the various categories and sub-categories of new tyres.
- 16.5. The informal tyre dealer must retain:
- The registration number issued by the SATRP Company;
 - The registration number, name and contact details of the SATRP Company appointed transport contractor authorised to collect the waste tyres of the subscribers' from the informal tyre dealer;
 - The marketing and information posters, issued by the SATRP Company indicating the recommended rates of the waste tyre management fee for the various categories and sub-categories of new tyres

17. RELEASE OF WASTE TYRES

- 17.1. Tyre dealers and informal tyre dealers may only release waste tyres originating from subscribers to the SATRP Company Industry Plan to registered SATRP Company transport contractors or their sub-contractors.
- 17.2. In order to minimise the cost to the tyre consumer and to maintain the security of the tyre dealer/informal tyre dealer, the tyre dealer/informal tyre dealer must at such times and frequencies as may have been reasonably determined by the transport contractor and notified to him:
- Provide labour to assist with the loading of waste tyres on the vehicle or container provided by the transport contractor; and
 - Provide supervision during the loading of the waste tyres to ensure that no new, used, retreaded or retreadable casings are loaded onto the vehicle or container provided by the transport contractor;
 - Ensure that only waste tyres falling within the categories and brands on which a waste tyre management fee has been levied, and no general waste, is loaded on the vehicle or container of the transport contractor;
 - Complete the documentation provided by the transport contractor confirming the collection transaction.

PART 7 EXTERNAL AUDITORS

18. APPOINTMENT

- 18.1. The SATRP Company will appoint external auditors for a period of three (3) years through a tender process.

19. RESPONSIBILITIES

19.1. Subscribers:

- Audit all documentation supporting the monthly tyre sales declarations and payments of waste tyre management fees;

19.2. Transport contractors:
Audit all;

- Documentation and processes supporting the monthly waste tyre collections and deliveries;
- Permits or licenses allowing for the transportation and storage of waste tyres;
- Certificates of calibration of measuring equipment and general housekeeping of transfer sites.
- Documentation and processes supporting waste tyre inventory;
- Insurance policies for;
 - Public & professional liability,
 - Assets,
 - Theft,
 - Fire.

19.3. Waste tyre processors:

- Adjudicate all tenders received according to the scorecard, annexure B, and make recommendations to the SATRP Company with regard to the awarding of contracts.
- Audit all;
 - Documentation supporting waste tyre receipts from transport contractors;
 - Permits, licenses or exemptions allowing for the utilisation of waste tyres;
 - Utilisation and mass of the waste tyres in terms of their supply contract.
 - Certificates of calibration of measuring equipment and general housekeeping of processor's plant,
 - Documentation and processes supporting waste tyre inventory.

19.4. External accountants:
Audit all

- Subscriber tyre sales declarations and waste tyre management fee invoicing;
- Receipt of waste tyre management fee from subscribers;
- Outstanding amounts due from subscribers;
- Transfer of waste tyre management fee collected to SATRP Company.

20. NON-COMPLIANCE BY CONTRACTING PARTIES

If the external auditor, upon review of documentation, finds any breach of any provision of a contract they will report that breach to the SATRP Company for action within forty-eight (48) hours of finding that breach. Upon receiving any such notice or otherwise discovering any breach the SATRP Company will give notice to the offending party and the Minister and should that party fail to remedy such breach within fourteen (14) days of the date of the written notice by the SATRP Company requiring it to do so, then the SATRP Company shall be entitled, in addition to any other remedy available to it at law;

- 20.1. Subscribers:
 - To de-register the subscriber giving one hundred and twenty (120) days notice
- 20.2. Transport contractor
 - To cancel the contract
- 20.3. Waste tyre processor
 - To cancel the supply contract
- 20.4. External accountant
 - To cancel the administration contractand to claim damages or penalties as determined in the respective contracts referred to above.

21. REPORTING

The external auditors will submit reports to the SATRP Company detailing:

- 21.1. Subscribers:
 - Confirmation of compliance with conditions of agreement;
- 21.2. Transport contractors:
 - Confirmation of compliance with conditions of contract;
 - Total mass of waste tyres collected by category;
 - Total mass of waste tyres stored by category;
 - Total mass of waste tyres delivered by category;
 - Total remuneration received from SATRP Company.
- 21.3. Waste tyre processors:
 - Confirmation of compliance with conditions of contract;
 - Total mass of waste tyres received by category;
 - Total mass of waste tyres stored by category;
 - Total mass of waste tyres utilised by category;
 - Total remuneration received from SATRP Company.
- 21.4. External accountants:
 - Total waste tyre management fee invoiced by category;
 - Total waste tyre management fee outstanding;
 - Total tyre sales by category and sub-category
 - Total remuneration received from SATRP Company.
- 21.5. The external auditors will prepare a budget for the SATRP Company using information provided by the SATRP Company and that budget will then be submitted to the board of directors of the SATRP Company for approval annually.

22. CONFIDENTIALITY

The external auditor will treat all information acquired as a result of their duties as detailed in paragraph 19, and not in the public domain, as confidential.

PART 8
EXTERNAL ACCOUNTANTS

23. APPOINTMENT

- 23.1. To ensure that the market share of each subscriber is kept confidential The SATRP Company will appoint external accountants.
- 23.2. The external accountants will be appointed for a three (3) year period through a tender process.

24. RESPONSIBILITIES

- The external accountants will;
- 24.1. Receive the monthly tyre sales declarations from the subscribers;
- 24.2. Invoice the waste tyre management fee monthly to the subscribers based on their tyres sales declarations;
- 24.3. Collect the waste tyre management fee from the subscribers;
- 24.4. Open a trust bank account in the name of the SATRP Company;
- 24.5. Transfer the consolidated collections of the waste tyre management fee to the SATRP Company.

25. NON-COMPLIANCE BY SUBSCRIBERS

- If the external accountants, upon review, finds any monthly tyres sales declaration missing, incomplete or in variance with expectation, then they will report their finding to the SATRP Company for action within forty-eight (48) hours of the finding. Upon receiving any such notice the SATRP Company will either;
- 25.1. Instruct the external accountants to attempt to solve the matter with the subscriber telephonically, or
- 25.2. Instruct the external auditor to arrange for an audit of the subscriber.

26. REPORTING

- The external accountants will submit monthly reports to the SATRP Company detailing:
- 26.1. Invoiced waste tyre management fee by tyre category and sub-category,
- 26.2. Debtor outstanding list,
- 26.3. Consolidated tyres sales by category and sub-category

27. CONFIDENTIALITY

- The external accountants will treat all information acquired as a result of their duties as detailed in paragraph 24, and not in the public domain, as confidential.

**PART 9
CATEGORIES AND QUANTITIES OF TYRES**

28. IDENTIFICATION OF TYRE CATEGORIES AND SUB-CATEGORIES

- 28.1. In order to avoid disputes regarding the definition of the use, or category, to which a tyre should be attributed it has been decided to apply the standards of the European Tyre and Rim Technical Organisation (ETRTO).
- 28.2. Tyres not defined by ETRTO will be identified over time by the subscriber tyres sales declarations.
- 28.3. A tyre category may be divided into sub-categories to facilitate the management process.

29. PHASING CATEGORIES OF TYRES INTO THE MANAGEMENT PROCESS

- 29.1. All categories of tyres manufactured or imported by subscribers to the SATRP Company Industry Plan will be included in the management process within 5 years from the Government Gazette date of the SATRP Company Industry Plan as approved by the Minister.
- 29.2. Before including a category of tyres into the management process the SATRP Company will engage in discussions with the major tyre producers of that category of tyres to establish the most efficient manner of how to deal with it.
- 29.3. Category 1 (passenger car tyres) and category 2 (commercial vehicle tyres) will be collected in the first year of operation. These categories will be divided into three sub-categories based on rim sizes viz: 8" to 14" and 14.5" to 19" and 19.5" to 25".
- 29.4. A minimum of one additional category of tyres will be included in the management process per annum until all categories have been included in the management process.

30. ANNUAL ARISING OF TYRES

- 30.1. The estimated mass of tyres sold to the replacement market, by category, in 2010 with the present subscribers' share of that market is;

Tyre Category	Replacement market Tonnes	Subscribers' share %
Passenger/Commercial	172,172	86.69
Air	1,543	42.83
Agricultural/Forestry	10,659	77.53
Construction/Industrial	24,728	71.93
Motorcycle	2,029	42.90
Other	9,679	44.08
Used	4,190	35.08
Total	225,000	81.14

- 30.2. The market is expected to grow at approximately 2% per annum over the next five years and the SATRP Company Industry Plan subscriber share of each category is expected to increase in line with the DEA tyre producer registrations.

PART 10 FUNDING

31. WASTE TYRE MANAGEMENT FEE

- 31.1. The waste tyre management fee levied on the subscribers to the SATRP Company Industry Plan will be calculated to recover the cost of the waste tyre management process.
- 31.2. The cost of the waste management process will be established by accumulating the costs for:
- Complying to the environmental cost of conforming to legislation;
 - Collection and transport of waste tyres from designated collection venues to transfer sites;
 - Collection and transport of waste tyres from legacy waste tyre stockpiles to transfer sites;
 - Storage, sorting and preparation of waste tyres at transfer sites for delivery;
 - Delivery of waste tyres to waste tyre processors, or landfill sites;
 - Disposal fees at landfill sites,
 - Establishment and utilisation fees for waste tyre processors;
 - External auditor, for auditing function;
 - External accountant for tyre sales and waste tyre management fee administration;
 - Social awareness and marketing campaign;
 - SATRP Company administration, including the costs of all goods and services required by the SATRP Company for its operations.
- 31.3. The waste tyre management fee shall be calculated by dividing the costs referred to in paragraph 31.2 by the projected mass of tyre sales as declared by the subscribers in terms of paragraph 5.1 and will, to such extent as may be determined to be appropriate but without any obligation, endeavour to match costs in relation to a category of tyre with the fee in respect of that category of tyre. The waste tyre management fee will relate to the cost per average mass of each sub-category of tyre. Although the cost of the management process in each province will not be the same the waste tyre management fee will be averaged across SA in order to provide the consumer with a standard rate throughout the country.
- 31.4. The waste tyre management fee will be calculated annually in terms of paragraph 31.2 and notified to subscribers, but will be subject to change depending on the actual tyre sales, waste tyre collections and actual cost of the waste tyre management process.
- 31.5. A national awareness campaign will be undertaken to ensure that all consumers are conversant with the objectives of the SATRP Company and the rates of the waste tyre management fees to be paid. The awareness campaign will take the form of posters at tyre dealers, leaflets distributed at, for example, toll-gates, and mass media advertising. Three percent (3%) of the annual budget will be provided for the awareness campaign.
- 31.6. A provision of five percent (5%) of the annual budget will be provided for the clearance of the legacy stockpile.
- 31.7. The SATRP Company is a non-profit organisation, however if in the unlikely event that a profit was made in any year it would be utilised to reduce or limit the increase, of the waste tyre management fees of the subsequent year.

32. OF WASTE TYRE MANAGEMENT FEE TO TYRE CONSUMER

The waste tyre management fee is a non-commercial recovery of costs of environmental compliance and will not interfere with any competitive issue

- 32.1. Where the new tyre is sold as a commodity and in order to promote awareness of the costs of processing waste tyres and of the environment:
- The subscribers will be encouraged (but not obliged) to raise the waste tyre management fee without increasing the amount thereof as charged by the SATRP Company as a separate line item when invoicing their customer;
 - The tyre dealer will be encouraged (but not obliged) to raise the waste tyre management fee as a separate line item when invoicing the tyre consumer.
- 32.2. Where the new tyre is being supplied as part of a new vehicle it may not be practical to invoice the waste tyre management fee as a separate line item.
- 32.3. The waste tyre management fee will be advertised widely in order to raise the consumer's awareness of the recommended rates.

33. COLLECTION FEE

Where for practical reasons no waste tyre management fee has been raised by the subscribers in respect of sales of new tyres of a particular category, the SATRP Company may elect to charge a collection fee on the collection or receipt of waste tyres in that category as an alternative to the waste tyre management fee, to cover the costs associated with transporting and processing that category waste tyre. For example aircraft tyres may be sold in South Africa but there is no guarantee that the tyre will become waste in SA. Conversely a tyre bought by an airline in a foreign country may become waste in SA. This is a category of tyre where a collection rather than a waste tyre management fee could be charged.

34. ESTIMATION OF COST PER ANNUM

The estimated cost of implementing the SATRP Company Industry Plan for the first year of operation is R475 million. The cost of the following four years will be affected by the annual incorporation of additional categories of waste tyres, the rate of inflation, the cost of fuel, toll-fees and the number of subscribers.

PART 11 LEGACY WASTE TYRE STOCKPILES

35. LEGACY WASTE TYRE STOCKPILES WITH AN IDENTIFIED OWNER

- 35.1. A register of all stockpiles of waste tyres in each province of South Africa will be established using the information obtained by the DEA in terms of the Waste Tyre Regulation indicating:
- The physical address of the stockpile;
 - Estimations of the number of waste tyres stored within each stockpile;
 - Categories of waste tyres stored within each stockpile;
 - Details of the waste tyre stockpile owner;
 - The DEA registration number of the waste tyre stockpile owner.
- 35.2. The details of any stockpile identified, not having the DEA registration number, will be communicated to the DEA for registration.

36. ABATEMENT OF LEGACY WASTE TYRE STOCKPILES WITH AN IDENTIFIED OWNER

- 36.1. In terms Part 3 section 8 (3) of the Waste Tyre Regulation, stockpile owners are responsible for the preparation and funding of abatement plans.
- 36.2. The SATRP Company will consider proposals made by stockpile owners and endeavour to assist with the abatement by:
- Providing the stockpile owner with the details of waste tyre processors in need of supply;
 - Accepting the waste tyres into the SATRP Company Industry Plan from a date when it becomes possible to process the waste tyres, but the SATRP Company will not have any obligation to accept such waste tyres unless it subsequently agrees to do so in writing;
 - Using part of the 5% set aside in the annual budget of the SATRP Company.

37. ABATEMENT OF LEGACY WASTE TYRE STOCKPILES IN TOWNSHIPS

- 37.1. The abatement of stockpiles in townships will take precedence over abatement of stockpiles with an identified owner, in the SATRP Company Industry Plan. Part of the 5% set aside in the annual budget of the SATRP Company will be used for this abatement programme.
- 37.2. Events will be arranged with consumers in an area where a clean-up is proposed. This will be done taking into consideration:
- The location of the stockpile with priority being given to those stockpiles adjacent to clinics and schools;
 - The distance of the stockpile from a transfer site or a waste tyre processor.
- 37.3. Incentives will be proposed to civic organisations, such as schools, churches and NGOs, for the collection and accumulation of waste tyres in the area. In keeping with the principle of the SATRP Company not to pay for waste tyres, alternative schemes will be identified such as:
- The provision of equipment, or
 - The provision of non-cash donations.
- 37.4. The value of the equipment donated to the organisation will be based on the mass of waste tyres collected by the waste tyre transporters.
- 37.5. The waste tyres accumulated by the community will be removed from the collection site on the same day as the event takes place.

38. EFFECTIVE DATE OF ABATEMENT OF LEGACY WASTE TYRE STOCKPILES

- 38.1. It is unlikely that new waste tyre processors will be in a position to accept waste tyres in the first two years of operation of the SATRP Company Industry Plan due to:
- Procurement time of plant and machinery;
 - Environmental Authorisation, where necessary;
 - Permitting of waste tyre processors by the relevant authorities.
- 38.2. Abatement of the legacy waste tyre stockpiles will begin as soon as collection of waste tyres from tyre dealers begins and when processors have the capacity to deal with this additional flow of waste tyres. The rate of abatement will also be determined by the funding available from legacy stock pile owners and the SATRP Company.
- 38.3. The abatement of legacy stockpiles is expected to take not less than 12 years.

**PART 12
GENERAL**

39. JOB CREATION

The implementation of the SATRP Company Industry Plan necessitates the expansion of the transport sector and the virtual creation of the waste tyre processing sector:

39.1. Waste tyre transport

The contracted transport contractors will be obliged to collect waste tyres from every city and town in South Africa, to establish transfer sites and to deliver the waste tyres to waste tyre processors, this will require:

Employment		
	Present	Foreseen
Transport	n/a	450
Transfer sites	0	75

39.2. Waste tyre processing

The appointed waste tyre processors will require personnel to work in and manage the new operations that are set up to make use of the waste tyres that are made available.

- At present there are only two recycling companies operating in the country and no recovery companies. There are a number of small operations making stamped and cut products.

Employment		
	Present	Foreseen
Recycling	95	175
Recovery	0	40

40. TRAINING AND DEVELOPMENT

Transport contractors and waste tyre processors will be required, as a condition of their appointment, to identify training requirements and to institute training and development programmes and to submit annual reports detailing the results of these programmes.

- Specific training courses will be developed to:
 - Qualify tyre sorters at transfer sites and
 - Professionalise drivers with particular regard to optimisation of loading of tyres on trucks.

41. GENERAL WASTE

The SATRP Company will not be responsible for the collection of any general waste (including remnants of tyres) generated by the:

- 41.1. Subscriber as a consequence of the manufacturing or retreading process;
- 41.2. Tyre dealer as a consequence of their dealing in tyres;
- 41.3. Waste tyre processor as a consequence of the processing of waste tyres;
- 41.4. The waste tyre transporters as a consequence of their management of waste tyres;
- 41.5. Any other person or institution for any reason, and
- 41.6. If contracted to do so, the cost of such collection shall be borne by the other party.

42. ANNUAL REPORTING TO THE DEA

- 42.1. The compliance of the SATRP Company to the SATRP Company Industry Plan;
- 42.2. The compliance with the relevant legislation, the Waste Tyre Regulations, 2009, and all other applicable law;
- 42.3. Record keeping and reporting as required by the SATRP Company Industry Plan, including,
 - National aggregated number and mass of tyres arising in the year,
 - National aggregated mass of subscriber waste tyres utilised for recycling in the year (also expressed as a % of the total),
 - National aggregated mass of subscriber waste tyres utilised for recovery in the year (also expressed as a percentage of the total).
- 42.4. Number of personnel employed in waste tyre transport and in waste tyre processing, including,
 - New jobs created in the transport sector,
 - New jobs created in the waste tyre processor sector, and
 - Number of new businesses established.
- 42.5. Details of training and development programmes and the results of these programmes;
- 42.6. Development of the recycling market;
- 42.7. Details of agreements reached in terms of legacy waste tyre stockpile abatement plans;
- 42.8. Financial reports.

43. INDUSTRY STANDARDS

- 43.1. Waste tyre transporters – to comply with the Waste Tyre Regulations, 2009 and all other applicable laws.
- 43.2. Waste tyre transfer sites – to comply with the Waste Tyre Regulations, 2009 and all other applicable laws.
- 43.3. Waste tyre processors– to comply with the Waste Tyre Regulations, 2009 and all other applicable laws.
- 43.4. The SATRP will develop industry standards for tyre shred over time

44. WASTE HIERARCHY AND DEVELOPMENT OF A MARKET FOR WASTE TYRES

- 44.1. Re-use
 - The re-use of waste tyres in civil engineering projects is not being considered at present in SA. Once the management process is in place the SATRP Company will approach organisations such as the CSIR to encourage them to investigate the use of whole or shredded tyres in projects such as road foundations or embankments.
- 44.2. Recycle
 - An infant recycling industry exists in SA at present with two crumbing plants in production. A number of companies cutting and punching products from tyres are also in operation. Without developing a demand for products produced from crumb rubber there is no guarantee that the recycling of waste tyres will be viable in the long-term. World-wide only some seventeen percent (17%) of waste tyres are recycled. Co-polymer products are being developed which may increase the market for crumb rubber.

44.3. Recover

- No recovery of waste tyres is taking place in SA at present whereas on average the world-wide figure is in the region of sixty-seven percent (67%). With the management process in place it is likely that investment in the co-processing of waste tyres will become viable and expansion into this market is most likely.

45. EFFICIENCY OF THE MANAGEMENT PROCESS

- 45.1. Non-compliance by tyre dealers to the Waste Tyre Regulations and initial start up inefficiency of the transport contractors leads the SATRP Company to set the level of collection of waste tyres from tyre dealers at a relatively low level of 60% in the first year of operation. This is expected to increase to 100% by year three.

46. NEW ENTRANTS AS WASTE TYRE PROCESSORS

- 46.1. In order to abide by the opinion expressed by the Competition Commission to allow for new entrants into the waste tyre processing industry the SATRP Company will not offer on tender all the waste tyres to be collected in any given period but hold a percentage in reserve.
- 46.2. At six monthly intervals the SATRP Company will assess the inventory situation throughout the country and offer on tender surplus and sustainable waste tyre quantities.

47. RESEARCH & DEVELOPMENT

The SATRP Company intends working closely with its French associate, Aliapur, in the area of research and development.

- 47.1. Matters currently under research are; road surface treatment, concrete composite and odours,
- 47.2. Products being developed are; fibres for reinforcing road coating materials, thermoplastic compounds, acoustic screens and textile fibres used as fuel.

48. SOCIAL RESPONSIBILITY

The SATRP Company will develop an annual bursary programme for a student to study waste management.

49. DISCLAIMER

The SATRP Company shall under no circumstances be liable for any consequential, direct, indirect, special, incidental or other losses and/or damages, of whatever nature suffered by any subscriber, transport contractor, waste tyre processor, tyre dealer, sub-contractor, tyre consumer or any other person whomsoever arising out of or in connection with (i) the SATRP Company Industry Plan and/or its implementation; or (ii) any act or omission of any of the above mentioned persons.

50. EFFECTIVE DATE

In respect of tyres determined to fall into categories 1 and 2, collection of:

- 50.1. The waste tyre management fee will begin not later than 9 months; and

- 50.2. Waste tyres will begin no later than 12 months,

after the publication date of the SATRP Integrated Industry Waste Tyre Management Plan in the Government Gazette as approved by the Minister of Environmental Affairs.

ANNEXURE A

**LIST OF TYRE PRODUCERS BEING INITIAL SUBSCRIBERS TO THE
SATRP COMPANY INDUSTRY PLAN**

DEA Number	Business name
TPREG	A1 Wheel & Tyre (Pty) Ltd
TPREG	Adendorff Machinery Mart cc
TPREG	Akoon Enterprises cc
TPREG	Alliance Tire Africa (Pty) Ltd
TPREG	Amalgamated Automobile Distributors (Pty) Ltd
TPREG0003KZN	Apollo Tyres South Africa (Pty) Ltd
TPREG0063GAU	Barloworld South Africa (Pty) Ltd
TPREG0017GAU	Best Bulk. Ultra Tyres (Pty) Ltd
TPREG	BMW (SA) Pty Ltd
TPREG0048GAU	Bridgestone South Africa (Pty) Ltd
TPREG0042GAU	Chrysler South Africa (Pty) Ltd
TPREG0012GAU	Close-Up Deals 139 cc
TPREG	CMS Retreaders cc
TPREG0020EC	Continental Tyre SA (Pty) Ltd
TPREG0102GAU	Commercial Lock Distributors (Pty) Ltd
TPREG0018GAU	Dodds Trading & Services cc
TPREG	Dynamic Tyre Solutions
TPREG0027KZN	Expectra 259 (Pty) Ltd
TPREG0068KZN	Extreme Lifestyle Centre (Pty) Ltd
TPREG0047GAU	Fiat Group Automobiles SA (Pty) Ltd
TPREG0043GAU	Ford Motor Company of Southern Africa
TPREG003	Forklift Industrial Tyres (Pty) Ltd
TPREG0088KZN	Fullimput 128 cc
TPREG	Geldenhuis Broers Bedryf
TPREG0082EC	General Motors South Africa (Pty) Ltd
TPREG	Goodyear South Africa (Pty) Ltd
TPREG	Harry's Tyres (Pty) Ltd
TPREG0062GAU	Honda South Africa (Pty) Ltd
TPREG	Hyundai Automotive South Africa (Pty) Ltd
TPREG0075GAU	Imperial Daihatsu (Pty) Ltd
TPREG	Italmoto SA (Pty) Ltd
TPREG	Iveco South Africa (Pty) Ltd
TPREG0092KZN	J Extension Sales (Pty) Ltd
TPREG0015GAU	Jaguar Land Rover South Africa (Pty) Ltd
TPREG	Kurt Leyser Agencies cc
TPREG	LFK Imports & Export cc
TPREG0013GAU	Linglong Tyres (SA) (Pty) Ltd

ANNEXURE A (continued)

**LIST OF TYRE PRODUCERS BEING INITIAL SUBSCRIBERS TO THE
SATRP COMPANY INDUSTRY PLAN**

DEA Number	Business name
TPREG	Mahindra & Mahindra South Africa (Pty) Ltd
TPREG0050WC	MAN Truck & Bus SA (Pty) Ltd
TPREG0064GAU	Maxiprest Tyres (Pty) Ltd
TPREG	Mazzepe Export Corp
TPREG0072GAU	Mercedes-Benz South Africa (Pty) Ltd
TPREG0086GAU	Metaforge cc
TPREG0046GAU	Michelin Tyre Company South Africa (Pty) Ltd
TPREG0040GAU	Nissan South Africa (Pty) Ltd
TPREG0103GAU	Pearl Automotive (Pty) Ltd
TPREG0085EC	Perfect Innovations 146 cc
TPREG	Piazza Motor Sport
TPREG0044GAU	Pirelli Tyre (Pty) Ltd
TPREG	Protea Versoolwerke Ermelo Edms Bpk
TPREG0041GAU	Reivilo Industrial cc
TPREG0056GAU	Renault South Africa (Pty) Ltd
TPREG0053WC	Southern African Tyre Distributors cc
TPREG0025WC	Sovereign Retreaders (Pty) Ltd
TPREG	Subaru Southern Africa
TPREG0042GAU	Suzuki Auto South Africa (Pty) Ltd
TPREG0022KZN	Tandem Tyres (Pty) Ltd
TPREG	Thomas Tyres / Vaal Tyre Centre
TPREG	TiAuto (Pty) Ltd
TPREG0031GAU	Toyota South Africa Motors (Pty) Ltd
TPREG	Trapeace International (Pty) Ltd
TPREG0026GAU	Trentyre (Pty) Ltd
TPREG0051WC	Tubestone (Pty) Ltd
TPREG0085EC	Tyre Source (Pty) Ltd
TPREG	Tyrecor (Pty) Ltd
TPREG0059GAU	Valley Irrigation of SA (PTY) Ltd
TPREG0054EC	Volkswagen of South Africa (Pty) Ltd
TPREG0073GAU	Whalinger SA (Pty) Ltd
TPREG	Volvo Car South Africa (Pty) Ltd
TPREG	YTS Tyre Sales (Pty) Ltd

ANNEXURE B

WASTE TYRE PROCESSOR SCORECARD

Item	Description	Score		Maximum Rating
		Max	Actual	
A	Environmental acceptance:	15		Score 15 if no mass loss and score nil if 50% loss; score rest in between pro-rata.
	Percentage of tyre used: Mass loss during the process to air, ground, as solid waste, liquid waste, run-off			
B	Equity ownership (job creation)	5		
	BBBEE			Level 5 or better = 5 points. Level 6 and lower = 0 points
C	Status of operation	10		
	Existing and operating business with waste tyre feeder to plant			Score 10 if operating for at least three months producing product and sales made. Score zero if plant not installed or not operational.
D	Plant within province where tyres are offered	5		
				Score 5 if in same province otherwise 0
E	Utilisation fee	20		
	Percentage of utilisation fee requested			Pro rata: Nil fee requested = 20 points 100% fee requested = nil points
F	Date of acceptance of waste tyres	10		
	Within 6 months from collection start date			Score 10 points
	Within 10 months from collection start date			Score 6 points
	Within 15 months from collection start date			Score 2 points
	Longer than 15 months from collection start date			Score 0 points
G	Business plan and financing	35		
	Business Plan including Best Accepted Practice and Technology (BAP/BAT) and financing			Auditor to evaluate and award points
	Total points	100		

Note: SMME user of less than 36 ton waste tyres per year qualify automatically if all legal requirements in place and not further than 150 km from outer city limit. The minimum limit is 1½ ton per month usage.

ANNEXURE C

WASTE TYRE REGULATIONS, PART 4 - versus - SATRP COMPANY INDUSTRY PLAN

<u>Waste Tyre Regulations, 2009</u>	<u>SATRP Company Industry Plan</u>
Part 4 Contents of an integrated industry waste tyre management plan	
9. (1) An integrated industry waste tyre management plan must at least –	
a) Identify the parties to the plan;	Part 3 – Subscribers: Sections 4.1 and 4.2
b) Provide annual projection of the quantities and types that are manufactured or imported that will become waste tyres and will be managed through the integrated industry waste tyre management plan;	Part 9 – Categories and quantities of tyres: Section 30
c) Indicate how the waste hierarchy will be given effect in the integrated industry waste tyre management plan;	Part 5 - Waste tyre processors: Section 11.6 Part 12 General: Section 44
d) Identify the manner in which waste tyre processors who will receive waste tyres through this plan will be identified;	Part 5 – Waste tyre processors: Sections 11.1, 11.2, 11.4 and 11.6
e) Identify the manner in which waste tyre transporters will be registered through the integrated industry waste tyre management plan and their duties;	Part 4 – Transport contractors: Registration: Sections 6.1 to 6.6 Duties: Sections 7.1 to 9.9
f) Identify the potential number of waste tyre storage sites that will be used by the integrated waste tyre management plan and the manner in which these sites will be registered with the plan;	Part 4 – Transport contractors: Section 7.2
g) Identify the industry standards that will apply to waste tyre transporters, waste tyre storage sites and waste tyre processors;	Part 12 General: Section 43 – industry standards:
h) Indicate how information on waste tyres collected and treated will be recorded;	Part 4 – Transport contractors: Section 9 Part 5 – Waste tyre processors: Section 14 Part 7 – External auditors: Section 21.2 and 21.3
i) Identify the timeframes in which the different types of tyres will be managed noting that all tyres and sizes of tyres must be managed through an integrated industry waste tyre management plan within five years of date of approval of plan;	Part 9 – Categories of tyres: Sections 29.1 to 29.4
j) Provide estimations of the costs of implementing the waste tyre management plan for the first five years and the manner in which the activities of the waste tyre management plan will be financed;	Part 10 – Funding: Cost of implementing for the first five years; Section 34. Manner of financing; Sections 31, 32 and 33

<p>k) Provided details of the manner in which the contribution of each member of the plan will be determined and how the contribution will be collected and distributed;</p>	<p>Part 3 – Subscribers; Section 5.1 Part 23 – External accountant: Section 24.1 to 24.5 The SATRP Company will distribute the funds according to: Part 10 – Funding: Section 31.2</p>
<p>l) Indicate how the integrated industry waste tyre management plan will raise national awareness regarding the management of waste tyres;</p>	<p>Part 10 – Funding: Section 31.5</p>
<p>m) Provide details on how the integrated industry waste tyre management plan will address issues of social responsibility in the industry;</p>	<p>Part 12 – General: Section 48</p>
<p>n) Provide details of the manner in which previously disadvantaged individuals will be integrated into the implementation of the integrated industry waste tyre management plan;</p>	<p>Part 4 – Transport contractors: Section 8.1</p>
<p>o) Indicate how job creation; training and development will be realised in the industry;</p>	<p>Job creation Part 12 – General: Section 39 Training and Development Part 12 – General: Section 40</p>
<p>p) Indicate the extent of auditing and reporting on the integrated industry waste tyre management plan envisaged;</p>	<p>Part 7 – External auditors: Extent of auditing; Subscribers; Section 21.1 Transport contractors; Section 21.2 Waste tyre processors; Section 21.3 External accountants; Section 21.4 Reporting Subscribers; Sections 20.1 and 21.1 Transport contractors; 20.2 and 21.2 Waste tyre processors; 20.3 and 21.3 External accountants; 20.4 and 21.4</p>
<p>q) Provide measures to be implemented to give effect to best environmental practice in respect of waste tyre management;</p>	<p>Part 5 Waste Tyre Processors: Sector 12</p>
<p>r) Indicate the measures to be put in place to address the stockpiles of waste tyres;</p>	<p>Part 11 – Legacy waste tyre stockpiles: Section 35 and 36</p>
<p>s) Provide estimations of annual financial contribution which will be set aside to address the legacy waste tyre stockpile and the measures to be put in place to deal with the legacy waste tyre stockpiles; and</p>	<p>Part 10 – Funding: Section 31.6 Part 11 – Legacy waste tyre stockpiles: Section 35 and 36</p>
<p>t) Annually provide details of agreements reached in terms of any waste tyre stockpile abatement plans.</p>	<p>Part 12 – General: Section 42.7</p>