



FÉDÉRATION INTERNATIONALE  
DE MOTOCYCLISME

**FIM ENVIRONMENTAL CODE**

**2019**

*CODE DE L'ENVIRONNEMENT FIM*



**— FIM RIDE  
GREEN**



# FIM ENVIRONMENTAL CODE



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## CONTENTS

FIM Environmental Code .....	9-39
Appendix A .....	40
Appendix B.1 .....	41-44
Appendix B.2 .....	45-48
Appendix B.3 .....	49-50

Articles amended as from 1.1.2019 are in bold type

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## FIM SUSTAINABILITY POLICY

### Statement

The Fédération Internationale de Motocyclisme (FIM) is the world governing body for motorcycle sport and the global advocate for motorcycling. The FIM is committed to respecting and caring for the environment through ongoing development and promotion of an environmental programme incorporating the principles of sustainability as applied to motorcycle sport.

### Objectives

The FIM's goal is to establish a culture of sustainability across motorcycle sport worldwide. To achieve this we will:

- Establish and maintain an Environmental Programme
- Comply with all relevant legislation, regulations, policies, local laws and site agreements that are designed to protect the environment.
- Monitor advances in technology and environmental best management practices and apply them as appropriate.

- Implement an International Environmental Code and establish guidelines for Management Plans that aim to prevent pollution, minimise the potential for adverse environmental impacts, and explore improved environmental options, especially in relation to:
  1. Noise emissions
  2. Soil and ground-water contamination (e.g. pit / motorcycle clean-up practices)
  3. Emissions into the air (e.g. fuel vapour, dust, fumes, odours)
  4. Protection of flora and fauna
  5. Discharges into storm water (e.g. spills of fuel, brake fluids, coolant, oils, litter, degreasing, cleaning agents)
  6. Protection of the cultural heritage

All employees, officials (voluntary / paid), competitors, associated competition participants, non-competitive participants and others involved in any capacity whatsoever in motorcycle sport conducted under the aegis of the FIM will comply with the FIM's Sustainability Policy.

**Jorge Viegas,**  
President,  
Fédération Internationale de Motocyclisme

**JOINT DECLARATION OF COMMITMENT TO ENVIRONMENTAL  
SUSTAINABILITY AND THE ADVANCEMENT OF WOMEN**

**JEREZ DECLARATION**

We, the Fédération Internationale de Motocyclisme (FIM), during the Women and Sustainability Conference that took place on 19 and 20 November two thousand and fifteen, by means of the present declaration and

CONSIDERING the sustainability policy that the International Motorcycling Federation signed in the person of its President Vito Ippolito in 2012, setting out the FIM's commitment to sustainable development;

CONSIDERING the Environmental Code ratified by the FIM General Assembly in 1995 during the Congress held in Karlstad, Sweden, which came into force on 1 January 1996 and applies to all events organised under the FIM's jurisdiction;

CONSIDERING the Memorandum of Understanding signed by the FIM and the United Nations Environment Programme (UNEP) in the year 2006 and recently ratified in 2015;

CONSIDERING the Advancing Women Programme presented by the FIM Women in Motorcycling Commission (CFM) in February 2014;

CONSIDERING the Brighton Declaration on Women and Sport, signed by the FIM in 2006 in the interests of equality, development and peace;

RECOGNISING that sport represents a significant contribution to the development of education, social cohesion, health and wellbeing and sustainable development;

RECOGNISING that sport represents the highest values and that it cultivates high-level athletes who represent that ideal;

RECOGNISING that the practice of motorcycling, as a means of transport or recreation, continues to increase and that it should therefore be considered from an environmental point of view;

RECOGNISING the important role played by sport in society and its pursuit of equality between men and women;

RECOGNISING the right of men and women to practise sport in a healthy and clean environment;

RECOGNISING that motorcycling is one of the most largest constituents of national and international sports calendars, attracting a growing audience that produces significant economic impacts and that, like any other human activity, sports events generate positive and negative impacts and that they bring about an increase in the cohesion of our society, stimulate the economy and raise awareness of environmental issues;

RECOGNISING the principles of equity and equality in society and in sport;

EMPHASISING

- that every person has the right and should have the opportunity to take part in sport that is safe, inclusive and clean and that preserves the rights, dignity and respect of the individual;
- that every person has a right to enjoy nature while, at the same time, respecting its value to humanity;
- the importance of including women in sports events and especially those that have traditionally been considered predominantly for men;
- women's potential, knowledge, experiences and values with which they can contribute towards the sustainable development of sport;
- the importance of women's participation in leadership, administrative, technical and sporting roles;
- that education is one of the fundamental pillars of sustainability;
- that applying the principles of sustainability will guarantee and vouchsafe the practice of sport for future generations;

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**hereby declare our commitment to:**

- Set up and maintaining a programme of environmental sustainability, awareness, understanding and appreciation.
- Comply with the legislation, regulations, policies, laws and local agreements designed to protect the environment.
- Monitor and evaluate technological advances and good environmental practices and applying them as appropriate.
- Pursue constant improvement and re-evaluation, especially with programmes that foster the environmental education of our competitors, organisers, promoters, officials, staff, and environmental ambassadors through the Ride Green programme.
- Respect and value our volunteers.
- Foster female participation in all spheres: administrative, sporting and technical.
- Foster a sport that is inclusive and respectful.
- Continue improving and adapting our environmental regulations, through the FIM Environmental Code, to ensure that it is enforced.
- Use sport and its values as a vehicle to inspire the great sports family.
- Develop tools and structures to foster the dissemination and sharing within the motorcycling world and among all its stakeholders of best practices with regard to the sustainability of major international sports events held under the FIM's jurisdiction.
- Further exchanges of expertise about sustainability within the FIM family.
- Do what is in our power to ensure that our natural environment is be protected from any form of negligence, exploitations or any practice which may cause its degradation.

Vito Ippolito,  
FIM President

Ignacio Verneda,  
FIM CEO

Kattia Juárez Hernández,  
Director, FIM International  
Sustainability Commission (CID)

Nita Korhonen,  
Director, FIM Women in  
Motorcycling Commission (CFM)

November 2015



## Foreword marking the 25<sup>th</sup> Anniversary of the Fédération Internationale de Motocyclisme's Ride Green initiative

It is 25 years since Fédération Internationale de Motocyclisme started to Ride Green, setting out its Environmental Code soon after. For 10 of those years, UN Environment and the Federation have worked together to inspire people to make decisions within their sphere of influence that can protect the environment.

When Ride Green was launched, motorcycles, technology, roads and cities were all very different places. Today, we better understand how traffic emissions contribute to the air pollution killing about seven million people every year. Even better, the last country using small quantities of leaded gasoline will stop by the end of this year. This alone avoids over 1.2 million deaths per year, including 125,000 children. Apart from the human cost, that is worth over \$2.45 trillion per year to the global economy.

Such efforts to move towards a pollution free planet will be the focus of attention at this year's UN Environment Assembly. But this can only be possible when initiatives like Ride Green raise awareness and create demand among motorsports enthusiasts, at competitions and in their daily lives, because, this is a partnership that goes beyond formal agreements or meetings. We are determined to help sporting organisations, participants and fans connect decisions that have social, environmental and economic impact. We want popular and well managed sporting events to educate, inspire and promote respect for the environment. And we want them to promote gender and cultural diversity among people from all walks of life.

Where Ride Green and the Code have done this for many years, the Environmental Award continues to celebrate people at the forefront of such efforts and recent initiatives to "Keep It Shiny and Sustainable" build on them for a new generation of riders. Take the incredible effort at Tuscany's Mugello Circuit, with the Italian Motorcycling Federation, Dorna, Yamaha Motor Racing and The International Road Racing Teams Association. This year, they are giving fans and spectators over 20,000 recycling kits to collect waste batteries, used cooking oil and plastic bottles. They are also promoting collective and public transport, carpooling and bikes. It is great for the race and it is great for the entire area!

Such initiatives clearly have a ripple effect. Links with the European Transport Safety Council, the World Tourism Organisation and the International Olympic Committee are reminders of just how wide reaching The Federation's influence is. For example, the Federation's drive to push alternative energies, optimise motorcycle engines and promote e-Power and e-Road Racing, have led to tangible changes throughout motorcycle racing. But many more examples are highlighted in the special 25<sup>th</sup> anniversary report.

With the clock ticking for the 2030 Agenda for Sustainable Development and the Paris Agreement on Climate Change, more countries are promoting the switch to electric transport and more consumers are demanding change. Electric motorcycles are at the forefront of that transformation. After all, they cost about the same as their petrol counterparts, but are significantly cheaper to run, deliver better performance and do not need complex infrastructure. It is easy to see why China already has more than 200 million on the road!

With change on that scale ahead of us, there is no doubt that the Federation's influence will be just as crucial for the next 25 years! My thanks to everyone at the Federation for their incredible support. This is one sporting partnership that is set to last for many, many years to come!

Erik Solheim  
Executive Director,  
UN Environment Programme





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Any references to the male gender in this document are made solely for the purpose of simplicity, and refer also to the female gender except when the context requires otherwise.



## FIM ENVIRONMENTAL CODE

<b>1.</b>	<b>GENERAL PRINCIPLES .....</b>	<b>11</b>
<b>2.</b>	<b>ENVIRONMENTAL STEWARD .....</b>	<b>13</b>
<b>3.</b>	<b>FIM ENVIRONMENTAL DELEGATE.....</b>	<b>14</b>
	3.1 Roles and Duties.....	14
<b>4.</b>	<b>PROTECTION OF THE GROUND.....</b>	<b>15</b>
	4.1 Environmental Mat .....	15
<b>5.</b>	<b>CLEANING OF MOTORCYCLES AND EQUIPMENT .....</b>	<b>17</b>
<b>6.</b>	<b>ACTION TO BE TAKEN BY PARTICIPANTS/TEAM MEMBERS .....</b>	<b>18</b>
<b>7.</b>	<b>ACTION TO BE TAKEN BY ORGANISERS .....</b>	<b>19</b>
	7.1. Environmental Management Plan .....	19
	7.2 Environment management map .....	20
	7.3 Riders' paddock / Service Areas / Time Control Areas	20
	7.4 During the event .....	21
	7.5 After the event .....	21
	7.6 Publicity / Advertising.....	22
<b>8.</b>	<b>SOUND LEVEL .....</b>	<b>24</b>
	8.1 Introduction.....	24
	8.2 Sound level of motorcycles .....	24
	8.3 Sound level measurements.....	25
	8.4 Public Address System .....	25
<b>9.</b>	<b>SUGGESTIONS TO ENCOURAGE ENVIRONMENTAL BEHAVIOUR BY SPECTATORS.....</b>	<b>26</b>



<b>10.</b>	<b>GENERAL RECOMMENDATIONS FOR THE MANAGEMENT OF VENUES .....</b>	<b>27</b>
<b>11.</b>	<b>RECOMMENDATIONS TO ROAD USERS .....</b>	<b>28</b>
	11.1 Introduction.....	28
	11.2 Rider conduct.....	28
<b>12.</b>	<b>FUEL .....</b>	<b>29</b>
<b>13.</b>	<b>FIM ENVIRONMENTAL AWARD .....</b>	<b>30</b>
<b>14.</b>	<b>FIM RIDE GREEN LOGO .....</b>	<b>31</b>
<b>15.</b>	<b>FIM ENVIRONMENTAL AMBASSADORS .....</b>	<b>32</b>
<b>16.</b>	<b>FIM ENVIRONMENT CHECK-LIST .....</b>	<b>33</b>
	<b>APPENDIX A.....</b>	<b>40</b>
	<b>APPENDIX B.1.....</b>	<b>41</b>
	<b>APPENDIX B.2 .....</b>	<b>45</b>
	<b>APPENDIX B.3 .....</b>	<b>49</b>

## **1. GENERAL PRINCIPLES**

- 1.1** Motorcycling activities fall clearly into three main groups: competitive sport, recreation and transport.
- 1.2** Motorcycle sport is a major constituent of the international and national sporting calendars, attracting an increasing audience and producing significant economic effects. It is a sport which, like most other sports, and human activities in general, creates an impact on the environment, on society and on the economy.
- 1.3** Motorcycle riding, as a means of transport or for recreation, continues to increase, and therefore must also be looked at from an sustainable point of view.
- 1.4** The FIM considers it to be of major importance to develop a coherent environmental policy, taking into account the legislative and regulatory requirements of each country.
- 1.5** The FIM will seek to establish at all times the highest environmental standards during the organisation of motorcycle events at all levels and will promote environmental consciousness among all participants and fans. The FIM will do so in close co-operation with the FMNs, organisations representing the motorcycle industry and participants, assisting them to promote sustainable events and activities.
- 1.6** The FIM environment policy, as defined in this Code, is based on mutual respect of the needs of the environment and of reasonable practices of motorcycle sports and motorcycle riding in general.
- 1.7** The FIM seeks close co-operation with international authorities and organisations in order to ensure that there are sufficient facilities for motorcycle activities in environmentally acceptable conditions and encourages the FMNs to do so at national, regional and local level.
- 1.8** All National Federations affiliated to the FIM shall adapt their Statutes in order to give proper prominence to the organisation of sustainable events and to the principles of the FIM Environmental Code.

**1.9** According to the above general principles, this Code prescribes regulations and recommendations to improve the relationship between motorcycling and the environment.

These regulations and recommendations refer in particular to:

- a) sound level, fuel, protection of ground and cleaning issues
- b) behaviour of the spectators, activities of organisers, circuit/track managers, race participants and road users

**1.10** The Appendix to this Code includes an example of check-lists used for the various sporting disciplines as well as motorcycle-touring.

**1.11** The non-respect of a requirement of the Environmental Code by an organiser or a rider (who is also the person responsible for his team) is liable to a fine, a disqualification from the event or a suspension. Moreover, the participant / rider may be liable for the damages caused by his non-respect of the environmental provisions.

**1.12** Where local regulations or legislations are stricter than those contained in the FIM Environmental Code, then the local requirements must be respected.

## 2. ENVIRONMENTAL STEWARD

For each FIM Championship, Prize event or classic gathering, the FMNR must appoint an Environmental Steward who shall deal only with environmental aspects and who must have successfully completed a seminar organised by the FIM International Sustainability Commission (hereafter CID).

Duties of the Environmental Steward:

- a) Ensure that the FIM Environmental Code is respected.
- b) Have access to all information concerning the event, and must be able to give prior to, during and after the event, recommendations to the Organiser and the President of the Jury or Chief Steward on all aspects of the event related to sustainability.
- c) Draw up in a conscientious and appropriate manner a report on the basis of a check-list prepared by the International Sustainability Commission and send it within 48 hours to the FIM Administration ([cid@fim.ch](mailto:cid@fim.ch)). A copy must also be handed to the Jury President or Chief Steward and the FIM Environmental Delegate if present at the event. In case of a first non-respect of this point, the Environmental Steward will receive a warning from the FIM through his FMN. In case of a second offence, the FIM may pronounce against the Environmental Steward a suspension of the licence of up to 12 months. The FIM will also send a warning to the Steward's FMN.
- d) Instruct officials during national seminars for the various disciplines.
- e) Have the right to attend all open meetings of the International Jury, but without voting rights.
- f) In case of non-respect or violation of the provisions contained in the FIM Environmental Code, the Environmental Steward must immediately inform the Clerk of the Course, **with confirmation in writing, providing details of the infringement.**



### **3. FIM ENVIRONMENTAL DELEGATE**

#### **3.1 Roles and Duties**

The FIM Environmental Delegate is a member of and is nominated by the CID and shall:

- a) Observe and verify the application of the FIM Environmental Code.
- b) Inform the President of the Jury of any violation of the Environmental Code in order to pronounce sanctions relative to the infraction.
- c) Identify areas of “good practice” and make recommendations or proposals for modifications to the Environmental Code.
- d) Attend the meetings of the International Jury during his presence at the event without voting rights.
- e) Perform inspections of the track / course and its facilities at any time before, during or after the event.
- f) Prepare a report summing up all important aspects of the event that relate to the environment, and evaluate the efforts made by the organisers and/or promoters in order to respect the FIM Environmental Code.
- g) Compare that report to the check-list completed by the Environmental Steward nominated by the FMNR.
- h) Any serious failure of the Environmental Steward towards the obligations and due diligence mentioned in article 2 of the present Code noticed by the FIM Environmental Delegate will be examined and, in case of need, sanctioned by the CID.

## 4. PROTECTION OF THE GROUND

- a) Measures must be taken to prevent leaks of fuel, oil, cleaning, degreasing, cooling and brake fluids, etc. into the ground.
- b) Containers/facilities to recover rubbish, oils, detergents, etc. must be provided.
- c) Provision must be made for the treatment of spillage and the disposal of contaminated material by the organisers.
- d) It is strictly forbidden to empty on to the ground waste liquids from vehicles and catering facilities located in the riders' paddock and the campsite. Waste liquids may only be disposed of at the circuit if the organiser has provided a proper facility to allow this. Any infraction to this rule will be reported to the International Jury who will fine the rider or team responsible a maximum of EUR 370.- or any other amount mentioned in the regulation or appendix of the discipline. Other sanctions may be pronounced by the International Jury.
- e) Do not leave on the spot permanent evidence of any motorcycling activity.

### 4.1 Environmental Mat

The Environmental Mat must be composed of an absorbent upper part and an impermeable lower part. **It is compulsory to use an environmental mat (or other effective and approved system) to prevent soil and water contamination at events:**

- a) Wherever work on motorcycles is allowed by the organisers;
- b) In the Parc Fermé;
- c) In the paddock at all events, including Circuit Racing events, where the pit and paddock areas have a porous surface, or where an oil separator is not connected to the effluent system which collects any contaminated run-off from a non-porous surface;
- d) Under all waste oil and fuel containers provided by the organisers;

- e) At all official refuelling points;
- f) Under all thermic powered generators and power washers.

The minimum technical data for the mat are:

- Dimensions: Solo Motorcycle: Minimum 160 cm x 100 cm  
Sidecar: Minimum 160 cm x 200 cm

For Speedway, Long Track and Grass Track, the dimensions of the mat will be as follows: 160 cm x 75 cm

For Ice Racing, the dimensions of the mat will be as follows: 100 cm x 75 cm

(Or the equivalent in Japanese standard measurements)

For Drag Racing, the dimensions of the mat must be sufficient to prevent pollution of the ground underneath the motorcycle.

- Absorption capacity: Minimum 1 litre
- Thickness: Minimum 5 mm

Any infraction of this rule will be reported to the International Jury or Race Direction who will fine the rider responsible a maximum of EUR 370.- or any other amount mentioned in the regulation or appendix of the discipline. Other sanctions can be pronounced by the International Jury or Race Direction in accordance with the competences mentioned in Art. 3.1.3 of the Disciplinary and Arbitration Code (DAC) and Art. 50.1.3 of the Sporting Code.

## 5. CLEANING OF MOTORCYCLES AND EQUIPMENT

- a) Cleaning of motorcycles, equipment and parts, where permitted by the regulations, must only be carried out at places with cleaning facilities.
- b) Only water, without the addition of chemical products (for example detergent, even if it is “eco” or biodegradable), is permitted. Additional specific requirements may apply for each discipline.
- c) The cleaning area must be built with a non-porous surface and a proper drain with an oil-divider to prevent pollution of the ground. Any infraction of this rule will be reported to the International Jury who will fine the organiser responsible a maximum of EUR 370.- or any other amount mentioned in the regulation or appendix of the discipline. Other sanctions may be pronounced by the International Jury.
- d) Unless cleaning is permitted by a regulation included in the appendices for the discipline concerned, and agreed on with the CID, any rider or team member found washing a machine other than in the designated area will be reported to the International Jury who will fine the rider or person responsible a maximum of EUR 370.- or any other amount mentioned in the regulation or appendix of the discipline. Other sanctions may be pronounced by the International Jury.



## 6. ACTION TO BE TAKEN BY PARTICIPANTS/TEAM MEMBERS

- a) Each participant and/or team member is responsible for the waste generated by his team during the event.
- b) Where organisers provide the necessary containers for waste, they must be used as directed.
- c) Waste must be retained by the team until the approved facilities provided by organisers can be used.
- d) Used tyres must be retained by the teams or manufacturers unless storage and disposal facilities are provided by the organisers.
- e) Any infringement by the participant (who is responsible for his team) of the FIM Environmental Code can result in a fine, disqualification from the event or suspension, and may also result in the participant or rider being liable for any costs of rectification.
- f) These recommendations, duties and obligations are to be mentioned in the Supplementary Regulations.

## **7. ACTION TO BE TAKEN BY ORGANISERS**

### **7.1. Environmental Management Plan**

It is useful to use a plan for the management of the facilities, to stimulate environment-minded behaviour by the spectators and environment-minded use of the facilities during events.

This plan must include at least the following points:

- a) An assessment of the environmental impact of the event on the circuit and its surroundings, having regard to the number of competitors and the expected number of spectators.
- b) Mention of the location and a description of the system for the cleaning area.
- c) Location and quantity of containers for used oil, brake fluids and cooling fluid or any other liquid.
- d) Location and quantity of containers for spectators' general litter.
- e) Location and quantity of sanitary facilities as well as the planning of the cleaning.
- f) Plan for tests concerning the positioning of loud speakers.
- g) Provision of adequate and appropriate direction signs to the event.
- h) Provision of containers or waste bags in the pits of the mechanics' area and collection of the contents during and after the event.
- i) Prepare and provide the manner in which the waste will be disposed of before, during and after the event.
- j) A map of the venue showing clearly the location of the facilities (see Art. 7.2).

For FIM Championships and Prize Events organised in partnership with a contractual FIM promoter, the points to be included in the Environment Management Plan will be agreed between the CID and the appropriate Commission and included in the Championship Work Book in accordance with Appendix B.

## **7.2 Environment management map**

To support the Environment Management Plan, organisers are required to provide a map of the venue showing clearly the location of the following facilities:

- a) Waste oil containers;
- b) Bike washing;
- c) Domestic and contaminated waste containers;
- d) Refuelling locations;
- e) Toilets and showers;
- f) Disposal point for used tyres (if provided).

The map must be displayed in a visible place for participants and teams.

## **7.3 Riders' paddock / Service Areas / Time Control Areas**

- a) Provide sufficient containers for waste.
- b) Ensure that there are enough containers with fixed funnels to collect used oil.
- c) Provide recognisable containers for oil filters and cleaning rags; collect separately.
- d) Make arrangements with tyre providers to remove used tyres from the venue. If this is not possible, and the organiser is unable to provide facilities for the storage and disposal of used tyres in accordance with local regulations, the competitors and teams must be advised that it is their responsibility to retain used tyres.
- e) Provide and maintain sufficient and clean sanitation, with proper provisions for waste and water, for both men and women.
- f) If cleaning of motorcycles is allowed, a special wash area designed to ensure the ground is not polluted must be provided in accordance with the rules of the discipline concerned.

## **7.4 During the event**

For indoor events, arrange for air quality checks to be undertaken by competent authorities and ensure that a means of controlling the air quality is available.

Promote environmental behaviour among all persons involved within the organisation and promote environmentally friendly work within the secretariat, the administration, press room, paddock and camping site.

Ensure that waste oil containers and containers for domestic and contaminated waste are serviced throughout the event.

Ensure that toilet facilities provided are regularly serviced throughout the event.

It is a requirement that containers specifically designed and designated for the collection of all forms of clinical waste, particularly blood contaminated materials, syringes, soiled dressings and sharp consumables such as injection and intravenous needles, scalpel blades and suturing needles are provided at Medical Centres and Ambulances. Both the presence and disposal of clinical waste containers must ensure the separation of clinical and domestic waste and must be strictly controlled in accordance with the relevant local and national regulations.

## **7.5 After the event**

- a) Signposts, billboards and posters must be removed.
- b) Waste left behind on the site and the surroundings must be cleaned up and removed as soon as possible.
- c) Where tear offs are permitted, arrangements must be made for all discarded tear offs to be collected and properly disposed of immediately at the end of racing.
- d) Clear away and dispose of any broken branches or shrubs.
- e) Clear away tapes around the track.
- f) Level off and equalise immediately the track and roads if necessary.



- g) Remove mud deposited on roads adjacent to the venue.
- h) Arrange for separate removal of oil-containers, cleaning rags, oil filters and waste-containers.
- i) Ensure that the disposal of medical or other hazardous waste is managed by specialist companies.
- j) Plant new trees or bushes where necessary.
- k) The infraction or inobservance by the organiser of obligations mentioned in the current FIM Environmental Code are subject to sanctions laid down in this Code as well as in the DAC and can result in a fine or suspension of approval to organise FIM events. The organiser will also be liable for any costs of rectification.

## **7.6 Publicity / Advertising**

- a) Do not attach posters to trees, in country areas and protected urban-sites, or in places and areas which are not appropriate.
- b) Place billboards only after having obtained permission from the owner of the property.
- c) Take local and governmental regulations into account when placing billboards.
- d) Do not distribute leaflets / pamphlets under windscreen wipers of cars, on motorcycles, nor to spectators (do not allow others to do so during your event).

In accordance with Article 3<sup>2</sup> of the FIM Statutes and Articles 20.1.5<sup>3</sup> and 30.4<sup>2</sup> of the Sporting Code, any organiser of an event under the aegis and the authority of the FIM is subject to its regulation and jurisdiction.

Any clearly established infraction or inobservance of the prescriptions and obligations for the organisers are subject to the penalties laid down in the present Environmental Code or in the FIM Disciplinary and Arbitration Code.



Infringement of Art. 10 will be reported to the International Jury or Race Direction who will fine the organiser a minimum of EUR 180.- or any other amount mentioned in the regulation or appendix of the discipline. Other sanctions may be pronounced by the International Jury. Moreover, the International Jury can refer any case of serious infraction to the CDI in order to inflict a higher penalty beyond the competence of the International Jury.

## **8. SOUND LEVEL**

### **8.1 Introduction**

Concerns regarding sound levels at motorcycle events are not limited to the machines themselves. In addition to the expected engine sound levels, organisers and environmental stewards must be aware of the magnitude of sound from public address systems, crowds and other sources associated with an event. Minimising excessive noise associated with motorcycle activity and taking public reaction to sound levels in consideration is the responsibility of all concerned: riders, clubs, organisers and all officials.

### **8.2 Sound level of motorcycles**

Sound is a measurable phenomenon created when a source, such as a motorcycle engine, causes the air to vibrate. In contrast, noise is an individual interpretation of the impact of that sound. A sound enjoyed by one may be annoying to another. Motorcycles with high sound levels are almost always considered noisy. The Environmental Steward must understand the difference between the two and how sound is quantified.

The decibel (dB) is the unit used to express sound pressure levels and they are measured on several scales. Motorcycle sound is tested on the “A” weighted scale and is expressed as dB(A). Sound pressure levels increase at a logarithmic rate (very quickly) while the human ear interprets that increase more slowly. As a consequence, each time the number of identical sound sources at the same distance is doubled (as with many motorcycles at the starting line), the sound pressure level measurement is increased by only 3 dB(A).

Sound levels decrease as the distance from the source increases. A doubling of the distance from the source to the ear causes a theoretical loss of up to 6 dB(A). Temperature, elevation, humidity and the frequency of the sound waves also contribute to the rate of energy loss. Such things as foliage, untreated, covered or uneven ground or large obstacles, such as walls, cars or embankments will reflect or mitigate the sound level and affect sound levels in the immediate area.

The FIM recommends:

- a) To avoid all unnecessary running of engines.
- b) To reduce as much as possible the sound levels in all disciplines and ensure that all applicable regulations are strictly respected.

The FIM shall always promote research on the question of sound level in relation to motorcycle sports.

### **8.3 Sound level measurements**

Environmental Stewards and event organisers should be familiar with local ordinances governing both event and vehicle sound levels.

For details of specific sound levels for each discipline refer to the relevant rules. The FIM sound level control method and sound levels are also recommended for national or club events.

### **8.4 Public Address System**

- a) Separate public-address systems for the riders' paddock and the public areas/enclosures are preferable and should never produce a sound higher than the hearing damage threshold level 85 dB(A) when measured in a public area and should also not exceed 3 dB(A) above the background sound levels when measured at the nearest dwelling house.
- b) Position loud-speakers so as to avoid sound pollution outside the venue.
- c) Maintain the sound level as low as possible.
- d) The whole system must be ready and tested 30 minutes before the start of the practice.

The sound system often causes more annoyance outside the track area than the actual event. Make arrangements with the people in charge of the sound system to reduce the sound volume between races / practice sessions.

## 9. SUGGESTIONS TO ENCOURAGE ENVIRONMENTAL BEHAVIOUR BY SPECTATORS

Visitors to a motorsport circuit, track, event or touristic gathering can play an important role in keeping the environment clean and undamaged.

A motorcycle event is a good vehicle for raising awareness amongst the fans and leaving a legacy in your community.

Here are some suggestions:

- a) In co-operation with the police, select the routes to and from circuits, tracks, etc., which will cause as little annoyance as possible for the surrounding areas.
- b) Provide clear signs to circuits, tracks and venues.
- c) Do not allow parking on vulnerable places (verges, green lanes).
- d) Do not allow parking in long grass.
- e) Encourage the use of public transport.
- f) Avoid too high concentrations of people in order to preserve vulnerable places.
- g) Provide sufficient sanitary facilities.
- h) Inform the fans about responsible behaviour on the site and how they can contribute towards sustainable events.
- i) Specify in contracts with catering firms a requirement to sell drinks and food packaged in recyclable, reusable or biodegradable/compostable material,
- j) Ensure that sufficient waste containers are provided and maintained adjacent to each catering facility.
- k) Ensure that catering facilities comply with all national guidelines.
- l) Manage the off road events in such a way that only footsteps remain on the soil.

## 10. GENERAL RECOMMENDATIONS FOR THE MANAGEMENT OF VENUES

- a) Keep up the maintenance of the venue and take care that it is kept clean and tidy at all times.
- b) Ensure that machines used for track maintenance, are in good condition, and that adequate measures are taken to avoid pollution of the grounds whilst they are parked, or being refuelled.
- c) Screen unsightly buildings from view by planting a visual barrier of trees or shrubs around them or use colours which camouflage them.
- d) Cordon off sensitive countryside areas.
- e) Appoint a member of the Organising Board to be in charge of all environmental aspects and maintain the environment logbook.
- f) Ensure proper disposal of waste from sanitary facilities.
- g) Take all necessary care when making changes / adjustments to the site and consult the appropriate authorities.
- h) When locating the starting areas, take acoustic impacts into account.
- i) Never use building waste, rubble, etc. for the construction of noise barriers, etc.
- j) In case of the use of materials from outside, have them checked by the appropriate authorities to ensure that they are not polluted.
- k) Following every event and at regular intervals, make an evaluation of the impact of the event on the environment; make a report and make recommendations to correct any shortcomings and errors.

## **11. RECOMMENDATIONS TO ROAD USERS**

### **11.1 Introduction**

We must voluntarily moderate and add a greater degree of responsibility to our natural desire for individual mobility. We should try to achieve results on the basis of freedom of thought and movement, and exploit every opportunity to combine the pleasure of motorcycling more effectively with ecological and economic needs.

### **11.2 Rider conduct**

- a) Save petrol and reduce pollution by avoiding unnecessary idling of engines.
- b) Limit noise pollution by using your horn only in an emergency.
- c) Noise annoyance. Use a standard or another quiet exhaust system and keep audio systems at a low level.
- d) Use only routes which are open to motorcyclists.
- e) Respect nature by not travelling on paths which risk being damaged beyond a point of natural recovery.
- f) Protect wildlife and its natural habitat by riding intelligently.
- g) Ensure that your used oil, tyres, batteries and other recyclable items are properly recycled or collected.
- h) Encourage a rational use of fuel and space economy by using motorcycles instead of driving automobiles.

## 12. FUEL

It is a requirement that regular unleaded fuel, available at the service stations, or provided by the organisers, without additives, except oil for two stroke engines, be used. For Track Racing, the use of methanol is permitted.

The use of alternative energies such as biofuels, hydrogen or electricity, as long as they are not more noxious for the environment, must be encouraged for all disciplines in conformity with the relevant Technical Regulations.

For the purposes of protecting the environment, provisions regarding fuel storage mentioned in the relevant rules must be respected.

For FIM Championships and Prize events, fuel tests are carried out according to the procedure laid down in the Technical Rules.

For details, refer to the Technical Rules of the various sporting disciplines.



### 13. FIM ENVIRONMENTAL AWARD

In order to encourage a greater awareness of environmental concerns, the FIM has created an Environmental Award to reward a significant contribution to the protection of the environment.

This Award may be given each year according to the following rules:

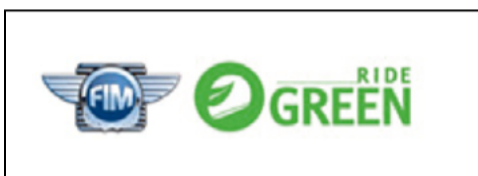
- a) By “year”, the CID understands that the year taken into consideration to award the prize **will be as announced by the FIM.**
- b) This distinction is granted for rewarding individuals, FMNs, clubs, organisers, manufacturers or other organisations that have made a significant contribution or done something important to enhance environmental awareness in the field of motorcycling. CID Members or FIM staff cannot be nominated for this award.
- c) Candidatures for the FIM Environmental Award will be submitted to the FIM Administration by FMNs, CONUs, Specialised Associations or Members of the Board of Directors **no later than the date announced by the FIM.** The CID may also propose a candidate.
- d) The candidatures received will be **evaluated** by an independent Jury prior to **submission of their recommendations** to the Board of Directors. The winner **will** be invited to the **FIM Awards** to receive the distinction.
- e) The costs of travel and accommodation for the winner will be at the expense of the FIM.

The independent Jury will be composed of one member of the FIM Awards and Recognition Board of Directors Committee, the CID Director and three independent experts chosen by the Management Council.

## 14. FIM RIDE GREEN LOGO

The FIM has created a FIM RIDE GREEN logo that will head all sustainable actions taken within the motorcycling world.

This logo can be used by CONUs, FMNs, promoters, organisers, sponsors, teams, riders and other partners upon request to the FIM Marketing & Communications Department. No use of this logo will be authorised without prior approval of the FIM.



This logo cannot be modified.

## 15. FIM ENVIRONMENTAL AMBASSADORS

The FIM Environmental Ambassadors (also known as Ride Green Ambassadors) are at the service of future generations. They have been invited by the FIM to play a major role in the contribution made by our sport to a greener and more sustainable world.

The FIM Environmental Ambassadors are men and women representing different motorcycling disciplines and different cultures and nationalities. They are sportsmen and -women with high standards who have lent their voices to convey the FIM's environmental policy. Most importantly, they will spread inspiration and awareness among their fans, the motorcycling community and the sporting community at large.



## 16. FIM ENVIRONMENT CHECK-LIST

Each Environmental Steward has to fill in a FIM Environment Check-list prepared by the CID and available on the FIM website ([www.fim-live.com](http://www.fim-live.com)) for the following disciplines: Road Racing, Motocross, Indoor Motocross, Supercross, Freestyle, Supermoto, Snowcross, Trial, X-Trial, Enduro, SuperEnduro, Cross-Country Rallies, Track Racing and Touring.

This check-list must be returned to the FIM Administration within 48 hours after the event concerned.

Below is an example of a check list:



**CHECK-LIST (Art. 15 of the FIM Environmental Code)**

**FIM DISCIPLINE**

**... AND THE ENVIRONMENT**

	Good	Sufficient, but to be improved	Unac- ceptable	Not applicable
<b>N.B. The check-list must be filled in during the last meeting of the International Jury</b>				
<b>1a) FACILITIES IN THE PADDOCK 1 FOR THE RIDERS AND THEIR TEAMS (for main paddock area)</b>				
Facilities for oil / fuel collection (Art. 4, 7.3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facilities for rubbish collection (Art. 7.3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facilities for waste water collection (Art. 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Use of the environmental mat (Art. 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Availability of toilets / showers (Art. 7.3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Availability of toilets / showers for women (Art. 7.3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Availability of drinking water	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Positioning of PA System (Art. 8.4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	Good	Sufficient, but to be improved	Unac- ceptable	Not applicable
<b><u>Maintenance</u></b>				
Arrangements for rubbish collection (Art. 7.4, 7.5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Arrangements for waste water disposal (Art. 7.4, 7.5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Condition of toilets / showers (Art. 7.4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fuel storage (Art. 12)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Measures to cover fluid / fuel spillages (Art. 4, 5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b><u>Information to participants on measures to be taken with regard to the environment</u></b> (Art. 6)				
Overall impressions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>1b) FACILITIES IN THE PADDOCK 2 FOR THE RIDERS AND THEIR TEAMS (for secondary paddock area if available)</b>				
Facilities for oil / fuel collection (Art. 4, 7.3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facilities for rubbish collection (Art. 7.3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facilities for waste water collection (Art. 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	Good	Sufficient, but to be improved	Unac- ceptable	Not applicable
Use of the environmental mat (Art. 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Availability of toilets / showers (Art. 7.3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Availability of toilets / showers for women (Art. 7.3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Availability of drinking water	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Positioning of PA System (Art. 8.4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b><u>Maintenance</u></b>				
Arrangements for rubbish collection (Art. 7.4, 7.5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Arrangements for waste water disposal (Art. 7.4, 7.5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Condition of toilets / showers (Art. 7.4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fuel storage (Art. 12)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Measures to cover fluid / fuel spillages (Art. 4, 5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b><u>Information to participants on measures to be taken with regard to the environment</u></b> (Art. 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b><u>Overall impressions</u></b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Good      Sufficient,  
but to be  
improved      Unac-  
ceptable      Not  
applicable

**2) FACILITIES FOR THE PUBLIC**

Access signposting (Art. 9)                       

Availability of public transport  
(Art. 9)                       

Availability of toilets  
for women                       

Availability of facilities  
for disabled persons                       

**Parking** (Art. 9)

Availability                       

Management                       

**Camping**

Availability of space                       

Management of space                       

Availability of toilets / showers  
(Art. 9)                       

Availability of drinking water                       

Facilities for rubbish collection  
(Art. 7.4, 7.5, 10)                       

**Stands - General enclosure**

Distribution of food and drinks  
(Art. 9)





	Good	Sufficient, but to be improved	Unac- ceptable	Not applicable
Condition of refreshment area (Art. 9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provide and maintain sufficient waste containers (Art. 9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Distribution of leaflets (Art. 7.6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facilities for rubbish collection (Art. 4, 7.4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Number / availability of toilets (Appendix A)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Condition of toilets (Art. 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Positioning of PA System (Art. 8.4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b><u>Information to the public on measures to be taken with regard to the environment</u></b> (Art. 9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Overall impressions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

YES NO

**3) SOUND LEVEL CONTROL**

Sound level control undertaken  
in accordance with  
the discipline requirement:

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------

**4) IS ENVIRONMENTAL  
MANAGEMENT MAP  
AVAILABLE?**

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------



	YES	NO
<b>5) OTHER ENVIRONMENTAL BODIES PRESENT</b>		
..... Public authorities (specify) .....	<input type="checkbox"/>	<input type="checkbox"/>
..... Organisers (specify) .....	<input type="checkbox"/>	<input type="checkbox"/>
..... Others (specify) .....	<input type="checkbox"/>	<input type="checkbox"/>

If the reply to any of the above points is «UNACCEPTABLE», please state reasons below.

Information to the Jury President regarding violation of the rules in the Environmental Code

<b>Concerning a person:</b>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<b>Concerning a facility:</b>	<input type="checkbox"/> YES	<input type="checkbox"/> NO

**Offending person or facility:**

**RECOMMENDATIONS FOR THE FUTURE:**

This form shall be completed by the Environmental Steward and sent to the FIM Administration. A copy shall be handed to the Jury President.

## **APPENDIX A**

### **RECOMMENDED STANDARDS FOR THE PROVISION OF SANITARY FACILITIES AT FIM CHAMPIONSHIP AND PRIZE EVENTS**

#### **1. PROVISION FOR RIDERS/PARTICIPANTS**

As specified in the rules for each discipline

#### **2. PROVISION FOR SPECTATORS, ETC.**

##### **FEMALE**

- 1 WC per 100 or fewer females who it is anticipated will attend.

##### **MALE**

- 1 WC per 100 or fewer males who it is anticipated will attend.
- 2 WC per 100-500 males who it is anticipated will attend.
- 1 additional WC for every additional 500 males who it is anticipated will attend.
- 1.5 meters of urinal facility for every 500 males.

#### **3. DURATION**

For events lasting for less than four hours, this standard can be reduced by 25%.

#### **4. MAINTENANCE**

These facilities must be maintained in a clean condition and kept fully supplied for the duration of the event.

#### **5. WASH BASINS**

Should be provided in the ratio of 1 per 5 sanitary facilities.

#### **6. DISABLED PEOPLE**

One of the facilities, in each separated spectator area, should provide for wheelchair users.

## APPENDIX B.1

### ENVIRONMENTAL HOMOLOGATION OF CIRCUITS FOR TRIAL, ENDURO AND BAJAS

#### Items to be considered as part of the circuit homologation and Championship Workbook

#### **Temporary Circuits (Trial, Enduro and Bajas events)**

- |    |   |
|----|---|
| 1. | <p>Facilities for fuel and oil collection - Art. 7.3</p> <p>(To be provided at Start / Finish, Work Area and Assistance points only)</p> <ul style="list-style-type: none"> <li>• Containers of sufficient capacity at a clearly marked location</li> <li>• Containers to be placed on environment mats or a “bund wall” to contain spillage</li> <li>• Capacity of containers to be determined by the estimated waste oil generated by participants plus an allowance of 25%</li> <li>• Any waste fuel and oils collected must be disposed of by methods which meet the requirements of the country in which the circuit is based</li> </ul> |
| 2. | <p>Bike washing facilities - Art. 5</p> <ul style="list-style-type: none"> <li>• If washing of bikes is permitted at a circuit, then proper provision must be made</li> <li>• At no time must these facilities be allowed to contaminate the ground</li> <li>• If bike washing is not permitted, participants should be directed to a suitable local facility</li> </ul>  |
| 3. | <p>Facilities for protection of the ground - Art. 4.1 and 7.3</p> <ul style="list-style-type: none"> <li>• At all events, participants must provide environmental mats in accordance with the current specifications</li> <li>• Where generators are used to provide power or pump liquids, they must also be placed on an environmental mat of sufficient size to avoid any spillage during refuelling activities contaminating the ground</li> </ul>  |

4. Arrangements for waste disposal, including liquid waste - Art. 7.3, 7.4, 7.5

- Waste containers must be provided for general waste and oily solid waste items
- Where remote work areas are provided for, facilities must also be provided to collect such wastes
- Where camping and / or hospitality facilities are permitted, arrangements must be made for the correct disposal of waste water

5. Toilet facilities for spectators - Art. 7.4 and Appendix A

(Due to the informal nature of spectator attendance, these are only required at Start / Finish, Paddock and Assistance areas)

- Toilet facilities should be provided for spectators in accordance with the current FIM Environment Code
- Adequate provision should be made for facilities for women
- Provision should be made for maintenance of facilities throughout the period of an event
- Where remote check points are provided as part of an event, appropriate facilities for both men and women must be provided

#### 6. System for the protection of air quality - Art. 7.4

- This will normally apply only to indoor events
- For each event, a system for controlling the quality of the air must be provided for
- The protection can be provided in one of three following ways:
  - Air extraction systems which can be activated to remove polluted air
  - Opening roof panels to allow polluted air to escape (this will take longer)
  - Provision to halt the event until the quality of any polluted air has improved
- In addition for indoor events, the organiser must arrange for air quality checks to be undertaken by competent authorities and ensure that a means of controlling the air quality is available.

#### 7. Sound level impact upon the local environment - Art. 8

- Any requirements that are imposed by a local authority on the circuit must be taken into account in determining the size and status of events awarded to a circuit
- This would include any time limitations that have been imposed

#### 8. Sound levels from Public Address Systems - Art. 8

(Only applicable to Start / Finish and Special Test areas)

- Public address systems should be designed to ensure that they do not cause a nuisance, especially to local residents
- In particular, sound levels must not exceed 85 dB(A) in any public area
- The systems should face inwards to minimise noise pollution outside the circuit

## 9. Provision and management of parking facilities - Art. 9

- Where public transport is not available, adequate provision for car parking must be made
- The size of the provision must take into account the expected attendance at the event
- Provision must be made to manage these parking facilities both before the event and at the end of the event

## 10. Instructions to participants

- We, the organisers of the \*\*\*\*\*, are taking good care of the environment and consider it to be of the utmost importance to follow the instructions of the FIM Environment Code for the future of our sport, and to respect nature and the environment
- For this reason we ask you:
  - To use an environment mat under your bikes when servicing or refuelling them, in order to prevent spillage of oil and fuel into the ground
  - To use the oil collection containers available in the pits when disposing of used oil
  - To use waste bins, also available in the pits, for all rubbish
  - At the end of the meeting, please leave your pit area as clean as you found it upon arrival
  - Do not leave used tyres in the pits: you have used them and you have to dispose of them correctly
- We are doing our best to provide you with all the possible facilities. Please help us to make our sport clean and environmentally friendly.

## APPENDIX B.2

### ENVIRONMENTAL HOMOLOGATION OF CIRCUITS FOR TRACK RACING AND MOTOCROSS

#### Items to be considered as part of the circuit homologation and Track Racing & Motocross Championship Workbook

#### 1. Facilities for fuel and oil collection - Art. 7.3

- Containers of sufficient capacity at a clearly marked location
- Containers to be placed on environment mats or a “bund wall” to contain spillage
- Capacity of containers to be determined by the estimated waste oil generated by participants plus an allowance of 25%
- Any waste fuel and oils collected must be disposed of by methods which meet the requirements of the country in which the circuit is based

#### 2. Bike washing facilities - Art. 5

- If washing of bikes is permitted at a circuit, then proper provision must be made
- If washing of bikes is permitted, washing facilities must be provided as follows:
  - The washing area must have a non-porous surface and all waste water run-off must be directed to a silt trap or settlement tank to remove larger particles of silt and sediment
  - Collected in a sealed system for reuse, discharged to the public foul water sewer system with prior permission of the local sewer provider, or collected in a sealed system for authorised disposal
  - At no time must these facilities be allowed to contaminate the ground



### 3. Facilities for protection of the ground - Art. 4.1 and 7.3

- At all events, participants must provide environmental mats in accordance with the current specifications
- Where organisers provide pit garages, they must either provide appropriate environmental mats or ensure that each participant does so
- Where generators are used to provide power or pump liquids, they must also be placed on an environmental mat of sufficient size to avoid any spillage during refuelling activities contaminating the ground

### 4. Arrangements for waste disposal, including liquid waste - Art. 7.3, 7.4, 7.5

- Waste containers must be provided for general waste and oily solid waste items
- Where remote work areas are provided for, facilities must also be provided to collect such wastes
- Where camping and / or hospitality facilities are permitted, arrangements must be made for the correct disposal of waste water

### 5. Toilet facilities for spectators - Art. 7.4 and Appendix A

- Toilet facilities should be provided for spectators in accordance with the current FIM Environment Code
- Facilities for disabled persons should be provided at each separate part of the circuits' spectator areas
- Adequate provision should be made for facilities for women
- Provision should be made for maintenance of facilities throughout the period of an event
- Where remote check points are provided as part of an event, appropriate facilities for both men and women must be provided

#### 6. System for the protection of air quality - Art. 7.4

- This will normally apply only to indoor events
- For each event, a system for controlling the quality of the air must be provided for
- The protection can be provided in one of three following ways:
  - Air extraction systems which can be activated to remove polluted air
  - Opening roof panels to allow polluted air to escape (this will take longer)
  - Provision to halt the event until the quality of any polluted air has improved
- In addition for indoor events, the organiser must arrange for air quality checks to be undertaken by competent authorities and ensure that a means of controlling the air quality is available.

#### 7. Sound level impact upon the local environment - Art. 8

- Any requirements that are imposed by a local authority on the circuit must be taken into account in determining the size and status of events awarded to a circuit
- This would include any time limitations that have been imposed
- This would also include any “circuit sound level limits” which have been determined by a local authority

#### 8. Sound levels from Public Address Systems - Art. 8

- Public address systems should be designed to ensure that they do not cause a nuisance, especially to local residents
- In particular, sound levels must not exceed 85 dB(A) in any public area
- The systems should face inwards to minimise noise pollution outside the circuit
- Separate facilities should be provided in the paddock area to avoid activating the whole of the circuit whilst giving early morning instructions to riders

## 9. Provision and management of parking facilities - Art. 9

- Where public transport is not available, adequate provision for car parking must be made
- The size of the provision must take into account the expected attendance at the event
- Provision must be made to manage these parking facilities both before the event and at the end of the event

## 10. Instructions to participants

- We, the organisers of the \*\*\*\*\*, are taking good care of the environment and consider it to be of the utmost importance to follow the instructions of the FIM Environment Code for the future of our sport, and to respect nature and the environment
- For this reason we ask you:
  - To use an environment mat under your bikes when servicing or refuelling them, in order to prevent spillage of oil and fuel into the ground
  - To use the oil collection containers available in the pits when disposing of used oil
  - To use waste bins, also available in the pits, for all rubbish
  - At the end of the meeting, please leave your pit area as clean as you found it upon arrival
  - Do not leave used tyres in the pits: you have used them and you have to dispose of them correctly
- We are doing our best to provide you with all the possible facilities. Please help us to make our sport clean and environmentally friendly.

## APPENDIX B.3

### ENVIRONMENTAL HOMOLOGATION OF CIRCUITS FOR CROSS COUNTRY RALLIES

Items to be considered as part of the circuit homologation  
and Championship Workbook

#### **Temporary Circuits (Cross Country Rally events)**

<p>1. Facilities for fuel and oil collection - Art. 7.3</p> <ul style="list-style-type: none"> <li>• Fuelling is normally carried out by tankers at specified points</li> <li>• The responsibility for the protection of the ground at these points would belong to the organiser in cooperation with the fuel company concerned</li> <li>• Any waste fuel and oils collected must be disposed of by methods which meet the requirements of the country in which the circuit is based</li> </ul>
<p>2. Bike washing facilities - Art. 5</p> <ul style="list-style-type: none"> <li>• Not applicable due to remote nature of bivouacs</li> <li>• At no time must these facilities be allowed to contaminate the ground</li> </ul>
<p>3. Facilities for protection of the ground - Art. 4.1 and 7.3</p> <ul style="list-style-type: none"> <li>• Due to remote nature of service points, it is not practicable for participants to provide mats</li> <li>• Where generators are used to provide power or pump liquids, they must also be placed on an environmental mat of sufficient size to avoid any spillage during refuelling activities contaminating the ground</li> </ul>
<p>4. Arrangements for waste disposal, including liquid waste - Art. 7.3, 7.4, 7.5</p> <ul style="list-style-type: none"> <li>• Not appropriate at remotely located service areas</li> <li>• Participants are provided with bottled water and are required to dispose correctly of any empty containers</li> <li>• Where camping and / or hospitality facilities are permitted, arrangements must be made for the correct disposal of waste water</li> </ul>

5. Toilet facilities for spectators - Art. 7.4 and Appendix A
<ul style="list-style-type: none"> <li>• Where spectator areas are not provided, facilities are not required</li> <li>• Spectator facilities should be provided if the event includes a “Prologue”</li> </ul>
6. System for the protection of air quality - Art. 7.4
<ul style="list-style-type: none"> <li>• Not Applicable</li> </ul>
7. Sound level impact upon the local environment - Art. 8
<ul style="list-style-type: none"> <li>• Not Applicable</li> </ul>
8. Sound levels from Public Address Systems - Art. 8
<ul style="list-style-type: none"> <li>• Not Applicable</li> </ul>
9. Provision and management of parking facilities - Art. 9
<ul style="list-style-type: none"> <li>• Not Applicable</li> </ul>
10. Instructions to participants
<ul style="list-style-type: none"> <li>• We, the organisers of the *****, are taking good care of the environment and consider it to be of the utmost importance to follow the instructions of the FIM Environment Code for the future of our sport, and to respect nature and the environment</li> <li>• For this reason we ask you: <ul style="list-style-type: none"> <li>- To use an environment mat under your bikes when servicing or refuelling them, in order to prevent spillage of oil and fuel into the ground</li> <li>- To use the oil collection containers available in the pits when disposing of used oil</li> <li>- To use waste bins, also available in the pits, for all rubbish</li> <li>- At the end of the meeting, please leave your pit area as clean as you found it upon arrival</li> <li>- Do not leave used tyres in the pits: you have used them and you have to dispose of them correctly</li> </ul> </li> <li>• We are doing our best to provide you with all the possible facilities. Please help us to make our sport clean and environmentally friendly.</li> </ul>



FÉDÉRATION INTERNATIONALE  
DE MOTOCYCLISME



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