



FÉDÉRATION INTERNATIONALE DE MOTOCYCLISME

FIM ENVIRONMENTAL CODE
CODE DE L'ENVIRONNEMENT FIM



Articles amended as from 1.1.2013 are in bold type
Les articles modifiés dès le 1.1.2013 sont en caractères gras

MESSAGE FROM UNEP
(United Nations Environment Programme)
FOR THE ENVIRONMENTAL CODE OF THE FEDERATION
INTERNATIONALE DE MOTOCYCLISME

UNEP and the Fédération Internationale de Motocyclisme (FIM) have been promoting the importance of sport and the environment for close to two decades and over those years have evolved their partnership onto an ever higher and more ambitious level.

With the recent launch of the FIM Environmental Ambassadors' programme heroes of the motorcycling world such as Marc Marquez, Takahisa Fujinami and Ken Roczen are deploying their public profile to create public awareness around key environmental issues.

UNEP also has been working with sporting heroes including the legendary Indian cricketer Sachin Tendulkar and Kenyan marathon world record holder Patrick Macau with the same aim.

2012 marks perhaps a watershed in our mutual endeavours for several reasons. The London Olympic and Paralympic Games underscored that the time has come to go beyond public awareness into a far deeper engagement between sport and sustainability.

The Games hit new heights in respect to the greening of supply chains by construction contractors and the use of low carbon infrastructure that minimised emissions. The rehabilitation of an old industrial site—transforming a toxic wasteland into a new national park—also spotlighted the potential of sports to leave behind a lasting 'legacy' for years to come.

London 2012 was also the first Olympic Games to utilise a tool developed by the Global Reporting Initiative which provides, at its basic level, a check list on how to improve the sustainable management of areas ranging from energy and water to effluents and the recycling of wastes while also covering good employment practices and other social considerations.

The Sustainability Guidelines for Event Organisers could become an important blueprint for sporting event organisers, big and small, world-wide and UNEP will be looking to promote it more widely.

2012 was also a watershed year in other respects—the Rio+20 Summit not only gave the green light to an inclusive Green Economy in the formal sense, it also agreed on a range of other potentially transformational outcomes. In support of the 10 Year Framework of Programmes for Sustainable Consumption and Production UNEP will shortly be launching a major global campaign on food waste.

Organisers of sports events such as FIM may wish to join this campaign aimed at cutting the 30 to 40 per cent of food that is wasted and lost globally and thus the waste of the water, energy, soils and chemicals used to produce that food in the first place. It could for example form part of the updated Environmental Code that is now making it compulsory for organisers of mass motorcycling events to provide FIM with an Environmental Management Plan.

The adoption of the first FIM Environmental Code dates back to 1994 and has been closely mirrored by UNEP's own efforts to promote sustainability in sports which began the same year. FIM has proven to be an important and strategic partner—we look forward to our two organisations evolving this work onto a higher plain now and in the years to come.

Achim Steiner,
United Nations Under-Secretary-General
Executive Director, United Nations Environment Programme

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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 continuous environmental improvement across motorcycle sport worldwide. To achieve this we will:

- ❖ **Establish and maintain an Environmental Program**
- ❖ **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 (eg, pit/motorcycle clean-up practices)**
 3. **Emissions into the air (e.g. fuel vapour, dust, fumes, odour)**
 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.

**Vito Ippolito,
President,
Fédération Internationale de Motocyclisme
June 2012**

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.
- 1.3** Motorcycle riding, as a means of transport or for recreation, continues to increase, and therefore must also be looked at from an environmental 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 motorcycle riders. The FIM will do so in close co-operation with the FMNs, organisations representing the motorcycle industry and riders.
- 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 environmental matters 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 present 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 mentioned in the FIM Environmental Code, then the local requirements must be respected.

2. ENVIRONMENTAL STEWARD

At each FIM Championship, Prize event or classic gathering, there shall be an official called the Environmental Steward who shall deal only with environmental aspects and who must have successfully completed a seminar organised by the FIM International Environment Commission (hereafter CIE).

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 President of the Jury or Chief Steward on all aspects of the event which may have potential environmental consequences.

- c) Draw up in a conscientious and appropriate manner a report on the basis of a check-list prepared by the relevant Commission and send it within **48** hours to the FIM Administration. A copy should 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 his 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 mentioned in the present Code, he must immediately inform the Clerk of the Course.

3. FIM ENVIRONMENTAL DELEGATE

3.1 Roles and Duties

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

- a) Observe and verify the application of the 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 of modifications to the Environmental Code.
- d) Attend the meetings of the International Jury during his presence at the event.
- 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 CIE.

4. PROTECTION OF GROUND

- a) Measures must be taken to prevent leaks of fuel, oil, cleaning, degreasing, cooling and brake fluids, etc. into the ground or vapour into the air.
- 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 onto the ground waste water from vehicles located in the riders' paddock and the campsite. Waste water may only be disposed of at the circuit if the organiser has provided a proper facility to this effect. Any infraction to this rule will be reported to the International Jury 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 may be pronounced by the International Jury.
- e) Do not leave on the spot sustainable 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. The use of an environmental mat protecting the ground (or other effective system for events taking place at circuits with permanent facilities) to prevent soil and water contamination is compulsory:

- a) **Wherever work on motorcycles is allowed by the organisers;**
- b) **Under all waste oil and fuel containers provided by the organisers;**
- c) **At all official refuelling points;**
- d) **Under all thermic powered generators and power washers.**

The minimum technical data for the mat are:

- Dimensions: Minimum 160 cm X 100 cm

For the Speedway, Long Track and Grass Track, the dimensions of the mat will be the following ones: 160 cm X 75 cm

For the Ice Racing, the dimensions of the mat will be the following ones: 100 cm X 75 cm

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

Any infraction of this rule will be reported to the International Jury 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 in accordance with the competences mentioned in Article 3.1.3 of the Disciplinary and Arbitration Code (DAC) and Article 50.1.3 of the Sporting Code.

5. CLEANING OF MOTORCYCLES

- a) Cleaning of motorcycles **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), 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) 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 team 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 an environment-minded behaviour by the spectators and an 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 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 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 CIE 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 recommended 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) Clear away and dispose of any broken branches or shrubs.
- d) Clear away tapes around the track.
- e) Level off and equalize immediately the track and roads if necessary.
- f) Remove mud deposited on roads adjacent to the venue.
- g) Arrange for separate removal of oil-containers, cleaning rags, oil filters and waste-containers.
- h) Ensure that the disposal of medical or other hazardous waste is managed by specialist companies.**
- i) Plant new trees or bushes where necessary.

- j) The infraction or inobservance by the organiser of obligations mentioned in the present 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.

In accordance with Article 3² of the FIM Statutes and Articles 20.1.5³ and 30.4² 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 Article 10 will be reported to the International Jury 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 JI. Moreover, the JI can refer any case of serious infraction to the CDI in order to inflict a higher penalty beyond the competence of the JI.

7.6 Publicity/Advertising

- a) Do not attach posters to trees, in country areas and protected urban-sites nor 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).

8. 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.

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 spectators about responsible behaviour on the site.
- i) Specify in contracts with catering firms a requirement to sell drinks and food packaged in recyclable, reusable or biodegradable material, and to provide and maintain sufficient waste containers.
- j) Manage the off road events in such a way that only footsteps remain on the soil.

9. 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) Screen unsightly buildings from view by planting a visual barrier of trees or shrubs around them or use colours which camouflage them.
- c) Cordon off sensitive countryside's areas.
- d) Appoint a member of the Organising Board to be in charge of all environmental aspects and maintain the environment logbook.
- e) Ensure proper disposal of waste from sanitary facilities.
- f) Take all necessary care when making changes/adjustments to the site and consult the appropriate authorities.
- g) When locating the starting areas, take acoustic impacts into account.
- h) Never use building waste, rubble, etc. for the construction of noise barriers, etc.
- i) In case of the use of materials from outside, have them checked by the appropriate authorities to ensure that they are not polluted.
- j) 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.

10. RECOMMENDATIONS TO ROAD USERS

10.1 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.

10.2 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.

11. 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.

12. SOUND LEVEL

12.1 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.

12.2 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.

12.3 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.

12.4 Public Address System

- a) Separate public-address systems for riders' paddock and the public areas/enclosures are preferable and should never produce a higher sound 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 of loud-speakers: slanted towards the ground and directed towards the centre of the track or the course.
- c) Maintain 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.

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 CIE understands that the year taken into consideration to award the prize starts on **1 November** and ends on **31 October of the following year**.
- 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. CIE Members or FIM staff cannot be nominated for this award.
- c) Candidatures for the Environmental Award will be submitted to the FIM Administration by **5 November** at the latest, by FMNs, CONUs, Specialised Associations or Members of the Board of Directors. The CIE may also propose a candidate.
- d) The candidatures received will be examined by an independent Jury prior to submitting them to the Board of Directors. The winner can be invited to the FIM Gala 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 Director Committee, the CIE Director and three independent experts chosen by the Management Council.

14. FIM ENVIRONMENTAL LOGO

The FIM has created a FIM Environmental logo that will head all environmental 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 ENVIRONMENT CHECK-LIST

Each Environmental Steward has to fill in a FIM Environment Check-list prepared by the CIE and available on the FIM website (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

N.B. The check-list must be filled in during the last meeting of the International Jury

1) FACILITIES IN THE PADDOCK FOR THE RIDERS AND THEIR TEAMS

Facilities for oil/fuel collection (Art. 4, 7.3)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Facilities for rubbish collection (Art. 7.3)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Facilities for waste water collection (Art. 4)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Use of the environmental mat (Art. 4)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Availability of toilets/showers (Art. 7.3)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Availability of toilets/showers for women (Art. 7.3)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Availability of drinking water

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Positioning of PA System (Art. 12.4)

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

Arrangements for rubbish collection (Art. 7.4, 7.5)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Arrangements for waste water disposal (Art. 7.4, 7.5)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Condition of toilets/showers (Art. 7.4)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Fuel storage (Art. 11)

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Measures to cover fluid/fuel spillages
(Art. 4, 5)

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**Information to participants on measures
to be taken with regard to the environment**

(Art. 6)

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Overall impressions

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Good	Sufficient, but to be improved	Unac- ceptable	Not applicable
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2) FACILITIES FOR THE PUBLIC

Access signposting (Art. 8)

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Availability of public transport (Art. 8)

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Availability of toilets for women

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Availability of facilities for disabled persons

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Parking (Art. 8)

Availability

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Management

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Camping

Availability of space

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Management of space

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Availability of toilets/showers (Art. 8)

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Availability of drinking water

Facilities for rubbish collection (Art. 7.4, 7.5, 9)

Stands - General enclosure

Distribution of food and drinks (Art. 8)

Condition of refreshment area (Art. 8)

Provide and maintain sufficient waste containers (Art. 8)

Distribution of leaflets (Art. 7.6)

Facilities for rubbish collection (Art. 4, 7.4)

Number/availability of toilets (Appendix A)

Condition of toilets (Art. 9)

Positioning of PA System (Art. 12.4)

Good Sufficient, but to be improved Unacceptable Not applicable

Information to the public on measures

to be taken with regard to the environment

(Art. 8)

Overall impressions

YES NO

3) IS ENVIRONMENTAL MANAGEMENT MAP AVAILABLE?

4) OTHER ENVIRONMENTAL BODIES PRESENT

Public authorities (specify)

.....

.....

Organisers (specify)

.....

.....

Others (specify)

.....

.....

.....

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

Concerning a person:

Concerning a facility:

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 BAJA

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

Temporary Circuits (Trial, Enduro and Baja events)

1. Facilities for fuel and oil collection – Art. 7.3

(To be provided at Start / Finish, Work Area and Assistance points only)

- 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
- At no time must these facilities be allowed to contaminate the ground
- If bike washing is not permitted, participants should be directed to a suitable local facility

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 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

(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:
 - o Air extraction systems which can be activated to remove polluted air
 - o Opening roof panels to allow polluted air to escape (this will take longer)
 - o 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. 12

- 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. 12

(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. 8

- 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:
 - o 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
 - o 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
 - o 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. 12

- 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. 12

- 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. 8

- 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:
 - o 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
 - o To use the oil collection containers available in the pits when disposing of used oil
 - o To use waste bins, also available in the pits, for all rubbish
 - o At the end of the meeting, please leave your pit area as clean as you found it upon arrival
 - o 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)

1. Facilities for fuel and oil collection – Art. 7.3
<ul style="list-style-type: none">• Fuelling is normally carried out by tankers at specified points• The responsibility for the protection of the ground at these points would belong to the organiser in cooperation with the fuel company concerned• 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
<ul style="list-style-type: none">• Not applicable due to remote nature of bivouacs• 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
<ul style="list-style-type: none">• Due to remote nature of service points, it is not practicable for participants to provide mats• 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
<ul style="list-style-type: none">• Not appropriate at remotely located service areas• Participants are provided with bottled water and are required to dispose correctly of any empty containers• 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
<ul style="list-style-type: none"> • Where spectator areas are not provided, facilities are not required • Spectator facilities should be provided if the event includes a “Prologue”
6. System for the protection of air quality – Art. 7.4
<ul style="list-style-type: none"> • Not Applicable
7. Sound level impact upon the local environment – Art. 12
<ul style="list-style-type: none"> • Not Applicable
8. Sound levels from Public Address Systems – Art. 12
<ul style="list-style-type: none"> • Not Applicable
9. Provision and management of parking facilities – Art. 8
<ul style="list-style-type: none"> • Not Applicable
10. Instructions to participants
<ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> o 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 o To use the oil collection containers available in the pits when disposing of used oil o To use waste bins, also available in the pits, for all rubbish o At the end of the meeting, please leave your pit area as clean as you found it upon arrival o 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.