

# 2026 FIM AFRICA SUSTAINABILITY CODE



# FIM SUSTAINABILITY POLICY

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## *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 a sustainability programme incorporating the principles of sustainability as applied to motorcycle sport.

## *Objectives*

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

- ❖ Establish and maintain a sustainability 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 sustainability best management practices and apply them as appropriate.
- ❖ Implement an International Sustainability Code and establish guidelines for Management Plans that aim to prevent pollution, minimise the potential for adverse sustainability impacts, and explore improved sustainability 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.

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## **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 a sustainability point of view.
- 1.4** The FIM considers it to be of major importance to develop a coherent sustainability 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 sustainability standards during the organisation of motorcycle events at all levels and will promote sustainability 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 sustainability 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 sustainability 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 sustainability matters and to the principles of the FIM Sustainability 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 checklists used for the various sporting disciplines as well as motorcycle-touring.
- 1.11** The non-respect of a requirement of the present Sustainability Code by an organiser or a rider (who is also the person responsible for his team) is liable to a penalty, disqualification from the event or a suspension. Moreover, the participant/rider may be liable for the damages caused by his non-respect of the sustainability provisions.
- 1.12** Where local regulations or legislations are stricter than those mentioned in the FIM AFRICA Sustainability Code, then the local requirements must be respected.

## 2. THE SUSTAINABILITY STEWARD

At each FIM AFRICA Championship event or classic gathering, there shall be an FIM AFRICA licensed sustainability Steward appointed who shall deal only with sustainability aspects and who must have successfully completed a seminar organised by FIM AFRICA.



### Duties of the sustainability Steward:

- a) Ensure that the FIM AFRICA Sustainability 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 sustainability consequences.
- c) Draw up in a conscientious and appropriate manner a report on the basis of a check-list prepared for the relevant discipline and send it within 48 hours to the FIM AFRICA Administration. A copy of the checklist should also be handed to the Jury President or Chief Steward directly after the event. In case of a first non-respect of this point, the sustainability Steward will receive a warning from FIM AFRICA through his/her FMN. In case of a second offence, the FIM AFRICA may pronounce against the sustainability Steward a suspension of the licence of up to 12 months. FIM AFRICA will also send a warning to his/her FMN.
- d) Initiate and hold national sustainability seminars to instruct officials.
- e) Have the right to attend and give input at all open meetings of the Jury, but without voting rights.

- f) In case of non-respect or violation of the provisions mentioned in the present Code, he/she must immediately inform the Clerk of the Course.

### 3. PROTECTION OF GROUND

- a) Competitors are responsible to prevent leaks or spillage of fuel, oil, brake fluids, also including cleaning, degreasing and cooling substances into the ground.
- b) Containers/facilities to recover waste oils and motorcycle fluids, used filters, etc. must be provided by the organisers.



- 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 Jury who will penalise the rider responsible according to the penalty provisions in Section 14. Other sanctions may be pronounced by the Jury.

#### 3.1 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 devices) 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;
- 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
- Absorption capacity: Minimum 1 litre
- Thickness: Minimum 5 mm

Any infraction to this rule will be reported to the Jury who will penalise the rider responsible according to the penalty provisions in Section 14 of the FIM AFRICA Sustainability Code. Other sanctions may be pronounced by the Jury.



#### 4. CLEANING OF MOTORCYCLES

- a) Cleaning of motorcycles and parts, where permitted, must only be carried out at a washbay or designated cleaning area
- b) Only water, without the addition of chemical products (for example detergent), is permitted. Additional specific requirements may apply for each discipline.
- c) The washbay / cleaning area must be built with a non-porous surface and a proper drainage (preferably with an oil-divider and/or sand filter) to prevent pollution of the ground and water sources. Any infraction to this rule will be reported to the Jury who will penalise the organiser responsible according to the provisions in Section 14 of the FIM AFRICA Sustainability Code. Other sanctions may be pronounced by the Jury.
- d) Any rider or team member found washing a machine other than in the designated area will be reported to the Jury who will penalise the rider or person according to the penalty provisions in Section 14. Other sanctions may be pronounced by the Jury.



## 5. ACTIONS TO BE TAKEN BY RIDERS / TEAM MEMBERS

- a) Each rider is responsible for the waste generated by his team during the event.
- b) Where organisers provide the necessary containers for wastes (litter, recyclable waste, hazardous waste, used oil, etc) 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 rider or his team unless storage and disposal facilities are provided by the organisers.
- e) Any infringement by the rider (who is responsible for his team) of the FIM AFRICA Sustainability Code can result in a penalty or disqualification from the event or suspension.
- f) These recommendations, duties and obligations are to be mentioned in all Supplementary Regulations.



## **6. ACTIONS TO BE TAKEN BY ORGANISERS**

### **6.1. Sustainability Management Plan**

It is useful to compile an sustainability management plan prior to an event to mitigate potential negative impact of the event on the environment. It can further stimulate responsible behaviour towards sustainability by the spectators and a sustainability - minded use of the facilities during events.

This plan must include at least the following points:

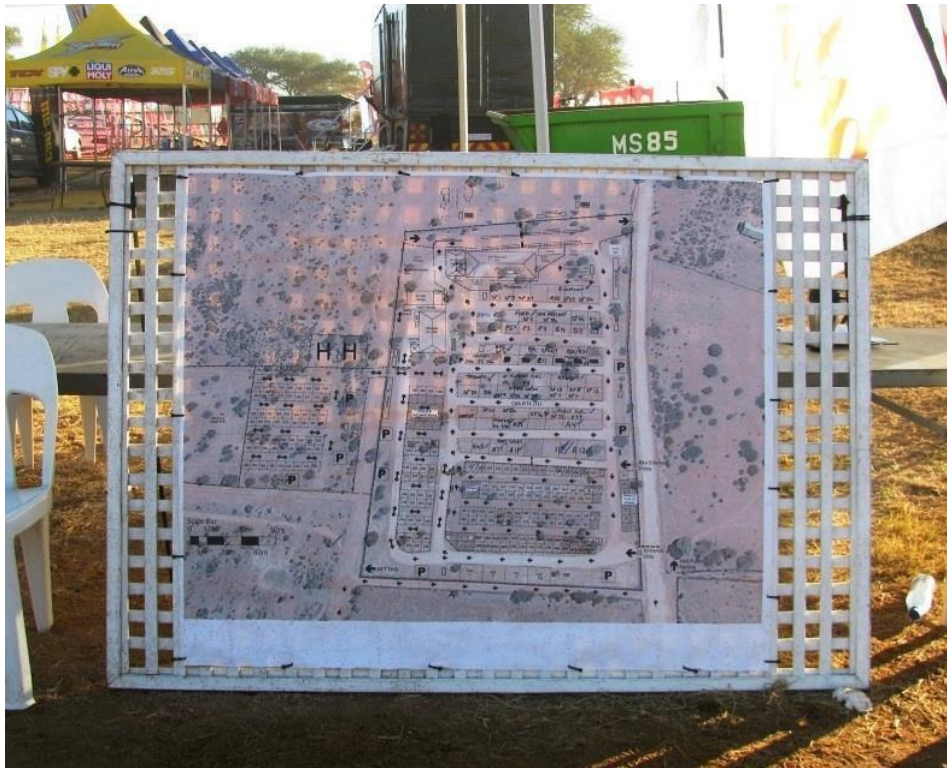
- a) An assessment of the sustainability impact of the event on the circuit and its surroundings, having regard to the number of competitors and the expected number of spectators.
- b) Mention the location and effluent disposal system for the cleaning area.
- c) Location and quantity of containers for used oil, brake fluids and cooling fluid or any harmful substances.
- d) Location and quantity of containers for general and recycable litter at spectator points.
- e) Location and quantity of sanitary facilities as well as the planning of the cleaning programme during the event.
- 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 litter and recyclable 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. 6.2)

### **6.2 Sustainability Management Map**

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

- a) Containers for waste oil and other harmful chemical substances;
- b) Bike washing area;
- c) Containers for litter and recyclable waste, including medical waste;
- d) Refuelling locations;
- e) Toilets and showers;
- f) Disposal point for used tyres (if provided).

The map must be included in the Supplementary Regulations and displayed in a visible place for the riders and teams.



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

- a) Provide sufficient containers for waste. The provision of recyclable waste containers is recommended.
- 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 designed wash area must be provided to avoid ground and water pollution (see Art. 4c).

### **6.4 During the event**

Promote sustainability responsible behaviour among all persons involved in the organising of an event as well as among spectators.

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

Ensure that the toilet facilities 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.

## 6.5 After the event

- a) Remove signposts, billboards and posters immediately after the event.
- b) Waste left behind on the site and the surroundings must be cleaned up and removed immediately after the event.



- c) Clear away and dispose of any broken branches or shrubs. Plant/replace trees or shrubs where necessary.
- d) Clear away route markers and plastic barrier tape around the track immediately after the event.



- e) Level off and equalize immediately the track and adjacent 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 licensed companies or in accordance with applicable national legislation.

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

Infringement, infraction or inobservance by the organiser and/or venue owner will be reported to the Jury who will call for immediate remedial action during the event. The Jury will refer any case of serious infraction it to the FIM AFRICA Council in order to inflict a penalty beyond the competence of the Jury, if required.

## **6.6 Publicity/Advertising**

- a) Do not attach posters to trees, in country areas and protected urban-sites.
- 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).

## **7. SOUND LEVEL**

### **7.1 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 sustainability 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.

### **7.2 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 sustainability 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.

FIM AFRICA 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.

### 7.3 Sound level measurements

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

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



### 7.4 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 loudspeakers: 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.

## 8. SUGGESTIONS TO ENCOURAGE RESPONSIBLE SUSTAINABILITY 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:

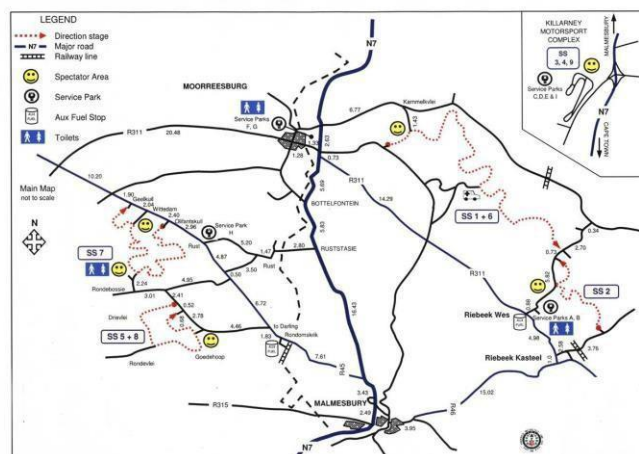
- a) In co-operation with the police, select the routes to and from circuits, tracks, etc., which will cause as little annoyance as possible for the surrounding areas.
- b) Provide clear signs to circuits, tracks and venues.
- c) Do not allow parking on vulnerable places (verges, green lanes).
- d) Do not allow parking in long grass.
- e) Encourage the use of public transport.
- f) Preserve vulnerable places by avoiding high concentrations of people.
- g) Provide sufficient sanitary facilities.
- h) Inform the spectators about sustainability 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 without causing damage to natural habitats.

**Spectator Point 17**

**DISCLAIMER NOTICE**

1. Motorsport can be dangerous. In view of the high speeds attained by the competitors, accidents can happen. The promoters and organisers of this race meeting/competition cannot guarantee your safety.
2. Cross Country Racing is a spectacular and exciting sport to watch, however, there are some golden rules that must be observed.
3. Please obey safety rules when spectating as it makes the event far more enjoyable for you and fellow spectators.
4. Do not spectate at dangerous points.
5. Do not enter demarcated prohibited areas.
6. Keep young children under observation at all times.
7. Always obey instructions from authorities and event marshals.
8. Obey traffic rules at all times.
9. Park well clear of the road.
10. Do not drink and drive.
11. Do not speed.
12. Do not litter.

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## 9. GENERAL RECOMMENDATIONS FOR 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 sustainability aspects and maintain a Sustainability 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 and dust impacts into account.
- h) Dust should be controlled as far as possible to lessen the negative impact on residential areas and crops.
- i) Never use building waste, rubble, etc. for the construction of noise barriers, etc.
- j) Following every event and at regular intervals, make an evaluation of the impact of the event on the environment. Compile a report and make recommendations to the organiser and/or venue owner to correct any shortcomings and errors.

## 10. RECOMMENDATIONS TO ROAD USERS

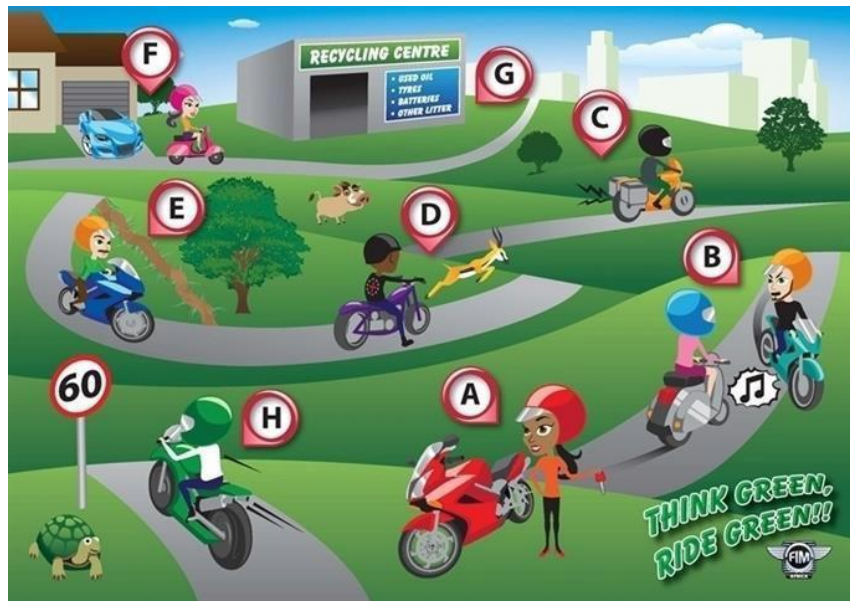
### 10.1 Introduction

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) Use a standard or another quiet exhaust system and keep audio systems at a low level to lessen noise.
- d) Protect wildlife and its natural habitat by riding responsible.
- e) Respect nature by not travelling on paths which risk being damaged beyond a point of natural recovery.
- f) Encourage a rational use of fuel and space economy by using motorcycles instead of driving automobiles.
- g) Ensure that waste oil, tyres, batteries and other recyclable items and litter are properly recycled or collected.
- h) Use only routes which are open to motorcyclists.



## 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.

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 FIM Technical Regulations.

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

Fire extinguishers must be provided and visible at each pit.



## 12. RECOMMENDATIONS TO SUSTAIN WATER RESOURCES

In general terms, Africa is a water stressed continent and the amount of water available is expected to further decline due to falling aquifer levels, reducing and unreliable rainfall and an inadequate water resources base.

While taking into account the needs of water for track and venue maintenance, measures can be taken to use the water resources more sustainably.

FIM AFRICA recommends:

- a) Be mindful of the use of water. The amount of water available per person in Africa is below the global average.
- b) Harvest rainwater and run-off water into the constructed surface dams, ponds and conservation tillage to store water for track and venue maintenance purposes.

## 13. FIM AFRICA SUSTAINABILITY AWARD

In order to encourage a greater awareness of sustainability concerns, FIM AFRICA has created a sustainability Award to reward a significant contribution to sustainability awareness and/or protection.

This award may be given annually according to the following criteria:

- a) By “year”, FIM AFRICA understands that the year taken into consideration to award the prize starts on 1 January and ends on 30 September
- b) This distinction is granted for rewarding FMNs, individuals, clubs, circuits, organisers, manufacturers or other organisations that have made a significant contribution or done something important to enhance sustainability

awareness in the field of motorcycling on the African continent during the year.

c) Candidatures for the Sustainability Award will be submitted to the FIM AFRICA Secretariat by 15 October at the latest.

d) FMNs, organizers, clubs and officials are requested to submit nominations. The FIM AFRICA Sustainability Commission and its members may also propose a candidate.

e) The winner will be selected based on written, photographic or other proof submitted with the nomination.

f) The candidatures received will be examined by the FIM AFRICA Sustainability Commission prior to submitting them to the FIM AFRICA Council. A Jury composed of the FIM AFRICA Council members and the FIM AFRICA Sustainability Commission Chairman will then appoint the winner.

The winner can be invited to the annual FIM AFRICA Congress Meeting to receive the distinction.



#### 14. FIM SUSTAINABILITY LOGO

The FIM has created a FIM Sustainability logo that will head all sustainability 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. PENALTIES

The penalties imposed on errant riders (applied in sequence):

- 1st Offence - Warnings
- 2nd Offence - Time and/or Position penalties
- 3rd Offence - Disqualification
- 4th Offence - Withdrawal of Championship points
- 5th Offence - Fines
- 6th Offence – Exclusion

**The Jury has the right, though, to impose ANY of the above mentioned penalties without considering the proposed sequence.**

Definition and application of penalties:

- Warnings: can be made verbally and/or in writing (offender must be reported to FIM AFRICA secretariat for future reference)
- Time and/or Position penalty (rider to be penalised with 1 minute or three positions at finish)
- Disqualification: entails automatically and independently of any other penalty, the invalidation of the results obtained in a meeting, event, practice, race or ranking
- Withdrawal of Championship points: Entails the loss of FIM AFRICA Championship points
- Fines: cash penalty to the equivalent of 50 US \$, payable to FIM AFRICA Secretariat within 30 days of offence. Non-payment will warrant exclusion in forthcoming events.
- Exclusion: Entails the final and complete loss of all rights of participation in any activity under FIM AFRICA control.

## 16. FIM AFRICA SUSTAINABILITY CHECKLIST

Each Sustainability Steward has to fill in a FIM AFRICA Sustainability Checklist and available on the FIM AFRICA website ([www.fim-africa.com](http://www.fim-africa.com)) for the relevant disciplines. (Road Racing, Motocross, Enduro, Cross-Country Rallies and Touring).

This checklist must be sent to the FIM AFRICA Secretariat within 48 hours after the closure of the event concerned.

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## **APPENDIX A**

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

#### **1. PROVISION FOR COMPETITORS, SPECTATORS, ETC.**

##### **FEMALE**

- 1 Toilet per 100 or fewer females who it is anticipated will attend.
- 1 Wash Basin per 5 Toilets

##### **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.
- 1 Wash Basin per 5 Toilets

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

#### **2. DURATION AND MAINTENANCE**

For events lasting for less than four hours, this standard can be reduced by 25%. These facilities must be maintained in a clean condition and kept fully supplied for the duration of the event.

## **APPENDIX B.1**

### **SUSTAINABILITY HOMOLOGATION OF CIRCUITS FOR ENDURO AND BAJA**

#### **Items to be considered:**

1. Facilities for fuel and oil collection
(To be provided at Start / Finish, Work Area and Assistance points only)
<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. Bike washing facilities
<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. Facilities for protection of the ground
<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
<ul style="list-style-type: none"><li>• Waste containers must be provided for general waste and oily solid waste items</li><li>• Where remote work areas are provided for, facilities must also be provided to collect such wastes</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
(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 AFRICA Sustainability 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

- 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

- 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

(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

- 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 Sustainability 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 sustainability friendly.

**APPENDIX B.2**

**SUSTAINABILITY HOMOLOGATION OF CIRCUITS FOR MOTOCROSS**

**Items to be considered:**

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 AFRICA Sustainability 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 AFRICA Sustainability 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 sustainability friendly.

### **APPENDIX B.3**

## **SUSTAINABILITY HOMOLOGATION OF CIRCUITS FOR CROSS COUNTRY RALLIES**

### **Items to be considered:**

#### 1. Facilities for fuel and oil collection

- 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

- 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

- 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

- 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

- 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
- Not Applicable

7. Sound level impact upon the local environment
- Not Applicable

8. Sound levels from Public Address Systems
- Not Applicable

9. Provision and management of parking facilities
- Not Applicable

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 AFRICA 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 sustainability friendly.

# FIM AFRICA GENERIC SUSTAINABILITY CHECKLIST (all categories)

(Please refer to the FIM AFRICA website for the latest official, category specific checklists)

	Good	Sufficient, but to be improved	Insufficient	Unacceptable	Not Applicable
<b>1) FACILITIES IN THE PADDOCK FOR COMPETITORS</b>					
Facilities for oil/fuel collection					
Facilities for rubbish collection					
Facilities for waste water collection					
Use of the environmental mat					
Availability of toilets/showers					
Availability of toilets/showers for women					
Availability of drinking water					
Positioning of PA System					
Fire extinguishers at each pit and visible)					
<b>2) CLEANING OF MOTORCYCLES</b>					
Appropriate washbay/cleaning area available					
Motorcycles only washed at designated area					
Disposal of effluent is nuisance free					
<b>3) VENUE MAINTENANCE Arrangements</b>					
for rubbish collection Arrangements for					
waste water disposal Condition of					
toilets/showers					
Fuel storage					
Measures to cover fluid/fuel spillages					
Overall impressions					
<b>4) FACILITIES FOR THE PUBLIC</b>					
Access signposting					
Availability of public transport					
Availabiliy of facilities for disable persons					
<b>5) PARKING</b>					
Availability					
Management					
Access routes identified					
Public traffic control at venue					

**6) STANDS - General enclosure**

- Distribution of food and drinks
- Condition of refreshment area
- Distribution of waste bags
- Distribution of leaflets
- Facilities for rubbish collection
- Number/availability of toilets
- Condition of toilets
- Positioning of PA System
- Information to the public on measures to be taken with regard to sustainability
- Overall impressions


**7) SOUND LEVEL MEASUREMENTS**

All competing motorcycles tested

Yes	No
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**8) SUSTAINABILITY MANAGEMENT MAP AVAILABLE**

Yes	No
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**9) OTHER SUSTAINABILITY BODIES PRESENT**

Public authorities (specify):

Yes	No
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Organisers (specify):

Others (specify):

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**10) If the reply to any of the above points is "INSUFFICIENT" or "UNACCEPTABLE", please give reasons.**


**11) RECOMMENDATIONS FOR THE FUTURE:**




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