



PAULO DUARTE group FIM ENDUROGP WORLD CHAMPIONSHIP

ENVIRONMENT MANAGEMENT PLAN (August 26)

1- ORGANIZER:

The event is being organised on behalf of the ACU by the Rhayader Motorcycle Club as part of the Championship Series promoted by Prime Stadium.

The event takes place in the forests and hills surrounding the market town and community of Rhayader located in the county of Powys, Wales.

Rhayader is situated at the highest point in the Cambrian Mountains.

2-FRAMEWORK:

As identified by the United Nations Sustainable Development Goals the parties recognise that sport has a significant role to play in global climate change. The motorcycle sporting platform must be used to educate communities and accelerate the development of engineering solutions and demonstrate them to the global audience.

The ACU must show leadership, along with other sporting federations on the issues facing the world today and not simply wait for others to come up with the solutions. Current and future generations of competitors, teams, engineers and supporters must be encouraged to engage with the sport to ensure a sustainable future.

Motorcycle sport is almost entirely dependent on the natural environment - the ACU is therefore committed to making its activities sustainable by developing and promoting policies, regulations and practices that reduce the environmental impact of both its business and sporting activities.

The ACU updated its Sustainability Policy and Environment Code of Practice in 2024 as part of a working group established to develop a Net Zero Strategy in line with its commitment to the Sport Action Plan following COP 26.

Key Initiatives in 2026

- 1) The ACU sits on the Sustainability Commission of the FIM (the World Governing Body for Motorcycle Sport) and has developed with the FIM and consultancy group Quantis, a system to calculate the carbon footprint Enduro events held in the Forest. Quantis have partnered with organisations across the globe for two decades to align business with nature. This system has been successfully tested in recent years at the International Six Days of Enduro, the world's largest motorcycle enduro event with six hundred competitors. This system is now available for ACU Enduro organisers to trial at events during 2023 and will become compulsory for all Enduro Events held in Forestry land from the start of the 2026 season.
- 2) The system to be used is based on a simple spreadsheet calculation, with the organiser only being required to identify the class of each competitor's machine and the number of kilometres completed each day. It does not require the organiser to possess any technical skills in this area.
- 3) In consultation with the FIM, the ACU is examining the scope of the next step in the Net Zero Policy, which will determine in which order, and at what timescale, each of the elements (the competition, the teams and support for the competition, the spectators) will be included in the ACU Policy.
- 4) An important facility which will become available during 2025 is a Sustainability Section in the ACU web site, with the primary objective of providing the event organisers with all the information they require to deliver a sustainable event and will include specific guidance for events to be held in the forests.
- 5) This section of the web site will also encourage spectators on how to become a sustainable sports fan and provide guidance on four ways to reduce their carbon footprint. These include transportation, car sharing, catering and recycling. These proposals are adopted from the Paris Agreement in 2015 when 200 countries resolved to urge spectators to reconsider how they support their sport.

Following an independent review of motorsport activities in 2020, Forestry England has committed to supporting and working with the motorsports NGB's (MSUK and ACU) to ensure that they permit the 'right events, in the right place, at the right time'.

Environmental & Ecological Risk Matrix Objectives

1. To set out the 'baselines' for the organisation on the permitting of motorsport events that fit with regulations or organisational objectives.
2. Identify risk levels for 'baselines' relating to 3 elements - location, timing, and type of motorsport activity.
3. Provide an 'in principle agreement for an event to proceed at the 'Allocation stage' and identify where flexibility in local decision making can influence the application by deploying mitigations, measures or restrictions.

3-SUSTAINABLE DEVELOPMENT GOALS (SDGS)

Initially prepared as part of the Brundtland report in 1987, the 2030 Agenda was defined, comprising 17 Sustainable Development Goals (SDGs). The 2030 Agenda is a broad and ambitious agenda that addresses several dimensions of sustainable development, with the SDGs and the 2030 Agenda being a common vision for Humanity, a “contract” between world leaders and people and “a list of things to do in the name of the people and the planet”. Great Britain has an active position in the preparation of this Agenda, defending the need to guarantee the efficiency and effectiveness of a system that should be based on coordinated cooperation and complementarity between different actors, at global, regional, and national levels, exploring synergies and interdependencies between the respective skills and strategies, avoiding and seeking to maximize capabilities and impacts

We consider that realizing this vision is not only the responsibility of governments, but the development of new partnerships. Everyone has a role to play so that no one is left behind. Each country defines its priorities and will define how each SDG should be achieved. Great Britain identifies its strategic priorities in the implementation of the 2030 Agenda for Sustainable Development in SDGs 4,5,9,10,13 and 14.

SUSTAINABLE DEVELOPMENT OBJECTIVES TO BE IMPLEMENTED

Based on the 17 SDGs, 3; 4; 6; 7; 12; 13; 14; 15 and 17 have been prioritised, focusing heavily on the areas of action in noise, waste, water and energy, fuels and soil protection, hygiene and cleaning, awareness-raising and carbon offsetting, and their associated targets:

4- COMPETITION OFFICIALS

FIM Representative : Jorge Viegas, FIM President

CEN Representative: John Collins, CEN Director

Race Direction FIM Race Director: Pedro Mariano FIM Licence: 15173

FIM Course Inspector: Maurizio Micheluz FIM Licence: 15178

Clerk of the Course: Celestino Cruz FIM Licence: 50031

Assist. Clerk of the Course: Adam Rees / Adam James
FIM Steward: Patricia Eneroth FIM Licence: 50035
FMNR Steward: Huw Watkins FIM Licence: 50038
Technical Delegates FIM Technical Director: Roger Johansson FIM Licence: 14557
FMNR Chief Technical Steward: Paul Roeton FIM Senior Licence: 50034
FMNR Technical Steward: Nicole Smith FIM Licence: 50019
Medical Delegates FIM Medical Delegate (if applicable): FIM Licence:
Chief Medical Officer: Brin Grewal FIM Licence: 50045
FIM Sustainability Delegate: Peter Gregory FIM Licence: 15570
FMNR Sustainability Steward: John Kerwin FIM Licence: 620000011
FMNR Safety Steward: Andy Waters
Timekeeper: Infomega FIM Licence: 16479:
Secretary of the Jury: Anne Bates
CEN Coordinator: Gregory Ricci FIM Licence: 15180
Promoter: Prime Stadium

5- ENVIRONMENTAL COMMITMENT

Rhayadar MC & LCC and Prime Stadium are committed to the environmental management plan outlined here, to respecting the FIM and ACU Environmental Codes, to making all necessary efforts to reduce and mitigate or even compensate, in a positive way, the impact that the event in question may cause to the environment. To achieve this, together with our partners, we will implement a set of actions that we now list.

- 1- Placement of recycling containers for liquid and solid industrial and domestic waste in the paddock, departures and arrivals and public areas. So that the respective teams and the public deposit the waste produced separately to allow recycling.
- 2- Use of small recycling bins in the race direction area and other rooms used for the event. (Secretariat, press room, control room)
- 3- Use of recycled paper in all documents produced at the event.
- 4- Use of paper bags to distribute race documents to Competitors, Controllers, Security Teams, and other participants in the race.
- 5- Carrying out campaigns (radio and local newspapers, social networks, and internet and throughout the event) with spectators promoting sustainable environmental practices, recycling and distributing some eco-friendly gifts.
- 6- Creation of sustainability teams, with the collaboration of the municipality.
- 7- Environmental Objectives and Targets

6 - COMMUNICATION, TRAINING AND CONSULTATION

Reduction in paper consumption in the quantities used compared to previous editions, with production using recycled paper when necessary. Reinforcing the use of digital

platforms. Awareness-raising and awareness-raising actions in public areas, thus appealing to environmentally sustainable conduct. Disclosure of the Environmental Plan and the measures to be implemented at the event, on the event's digital platforms

7 - TRAINING / INFORMATION OF ELEMENTS INVOLVED IN THE ORGANIZATION

In all meetings and training sessions held throughout the preparation of this GP, the environmental sustainability component will be addressed, through the presentation of the Environmental Sustainability Plan, as well as the responsibilities and measures that the various participants in the organization should have.

8 - TRAINING / INFORMATION TO TEAMS

Several awareness-raising activities will be conducted before and during the event, led by the organising club in collaboration with the promoters and the local municipality

9- MONITORING AND MESUREMENT

Verification and validation of all procedures by the event's Environmental Manager in conjunction with the person responsible for the event with photographic records before and after the event in places with the greatest public influx and/or areas susceptible to waste production.

10- WASTE MANAGEMENT

Environment stations will be placed in all areas of the organization to selectively collect the waste produced: - Secretariat, Race Control, Jury Room, Specials and Assistance Park. Containers will be placed to collect waste produced by the public – unsorted, plastic, cardboard and glass in places considered to be popular with the public, but which also comply with the safety requirements of their location. In the Assistance Park there will be several stations for the collection of solid and liquid waste. domestic and industrial.

An environmental map identifies the location of toilets, changing rooms, washing areas, recycling bins and recycling of contaminated liquids. Furthermore: • Special spaces will be marked for parking trucks, caravans and vehicles belonging to the various teams and drivers. In other words, all the equipment necessary for comfortable accommodation for everyone who comes to the event. • There are toilets for people with disabilities, changing rooms, showers, solid waste, and tyre recycling locations.

11- PROTECTION OF BIODIVERSITY AND SURROUNDING AREAS

The route and special stages are chosen considering Forests and sites of special scientific interest, with the aim of avoiding impact on protected and biologically sensitive areas.

The layout of the circuit also respects the requirements of Natural Resources Wales and minimizes the potential for pollution by restricting the number of service areas

12- PROBLEMS MANAGEMENT AND PREVENTION

During the event, spillages of oil / fuel must be reported immediately to the Clerk of the Course. It is mandatory to use an environmental mat whenever working on and refuelling of motorcycles is permitted. In the assistance park, an environmental mat is mandatory. It is mandatory to use an environmental mat in the closed park. The use of an environmental mat is mandatory in all assistance or refuelling zones. The use of environmental mat is also mandatory under all waste oil containers and generators. The specification of the environment mat is described in the FIM Environment Code.

Motorcycle washing can only be undertaken at locations prescribed for this purpose by the organisers and must be carried out in accordance with the requirements of the FIM Environment Code.

13- IMPACTS RELATED TO NOISE

Sound tests will be carried out during technical inspection to verify that all vehicles comply with the current sound regulations of FIM. Exhausts will be marked and at any time technicians will be able to repeat the tests throughout the event with the aim of protecting the environment and noise pollution is minimized as much as possible in cities, towns, streets and areas affected by the event.

The volume and direction of the sound system in the paddock and the rest of the event will be permanently monitored so that it does not exceed the 85db(A) sound level stipulated by the FIM Environment code.

14- CARBON EMISSION/MONITORING AND REDUCTION

To reduce greenhouse gas emissions from competition vehicles, assistance vehicles, organization vehicles and vehicles belonging to the public, it is strongly recommended that the vehicle only be started when necessary; do not park it in protected areas and green spaces.

After the event the ACU will liaise with the Promoter to calculate the carbon footprint of the “competition” element of the event using the FIM CO₂ calculator.

15- ENVIRONMENTAL SUSTAINABILITY DIGITAL MEASURES

Encouraging the use of the FIM Spotify app and other digital platforms to disseminate communication. As well as the creation of several WhatsApp groups, thus reducing the

number of copies of the various documents throughout the event, as well as the fuel consumption used in traveling in relations with competitors and competitors. It is also an excellent tool that speeds up the transmission of information to everyone involved in the event

16- MEASURES PROVIDED FOR THE TRACK

The race Logistics Team is responsible for removing all advertising placed on the race, immediately after the end of the special stages. All material will be cleaned and tidied for use in future events. The course tape team is responsible for removing all tape placed during the race, which will be duly sent for recycling. The organiser will collect all waste produced and disposed of in consultation with the Local Authority. The organization will correctly route the waste collected in the Assistance Park and other areas surrounding the event. The achievement and targets of the SDGs established for this Environmental Plan will be assessed. The Sustainability Officer will prepare a final environmental sustainability report, with the aim of evaluating the application of this environmental management plan.

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ACU Sustainability Commission
in conjunction with the Rhayader Motor Cyle Club