

ENVIRONMENTAL PLAN

FIM ENDURO WORLD CHAMPIONSHIP

ROUND: VIERUMÄKI

DATE: 22-24 May 2026

Race Direction			
FIM Race Director	Pedro Mariano	FIM Licence	400015173 / 400050026
FIM Course Inspector	Maurizio Micheluz	FIM Licence	400015178 / 400050025
Clerk of the Course	Pekka Kulju	FIM Licence	400050028 / 400000002
Assist. Clerk of the Course	Jari Hakulinen		
Steward Panel			
FIM Steward	Cristian Rossi	FIM Licence	400016856
FMNR Steward	Mikko Degerholm	FIM Licence	400050038
Technical Delegates			
FIM Technical Director	Peter Radoczi	FIM Licence	790014942
FIM Electric Technical Coordinator	Nicolas Therouin	FIM Licence	790050140
FMNR Chief Technical Steward	Hannu Rainio	FIM Licence	790000052
FMNR Technical Steward	Jörgen Nylund	FIM Licence	790000037
Medical Delegates			
FIM Medical Delegate **		FIM Licence	
Chief Medical Officer:	Miguel Garcia Carne	FIM Licence	720050042
Sustainability Delegates			
FIM Sustainability Delegate **		FIM Licence	
FMNR Sustainability Steward	Elina Hell	FIM Licence	620050035
FMNR Safety Steward	Tauno Hilden		
Timekeeper	Infomega, Haris Mastrantonis	FIM Licence	100000016
FMNR Timekeeper	Anssi Uuhiniemi	FIM Licence	16739
Press Officer	Tuire Aho		
Secretary of the Event	Anna-Maria Savolainen		
Secretary of the Jury	Minna Helin		
Promoter	Prime Stadium		
CEN Coordinator	Gregory Ricci	FIM Licence	400015180

This environmental plan has been prepared to support the evaluation criteria of the City of Lahti’s event grant application. The plan demonstrates that the event:

- Supports the City of Lahti’s strategic environmental and climate goals
- Utilizes existing infrastructure and reduces environmental burden
- Promotes sustainable mobility and the use of public transportation
- Systematically manages environmental restoration and post-event measures
- Strengthens Lahti’s international profile as an environmentally responsible event city.

Environmental Impact Management and Monitoring

Environmental Theme	Identified Impact	Management Measure	Monitoring and Responsibility
Terrain wear	Damage to vegetation	Route demarcation, designated spectator areas, no new trails	Before-and-after inspections, volunteer work
Parking	Soil compaction	Centralized parking areas	Restoration of areas within one week
Traffic	Traffic emissions	Promotion of public transportation and pedestrian access	Public communication
Waste management	Littering	Sorted waste bins, separate waste management plan	Organizer supervision
Materials	Single-use consumption	Reusable barrier tape and signage	Storage and reuse

1. Introduction and Strategic Background

This environmental plan has been prepared as an appendix to the event grant application submitted to the City of Lahti. The grant application concerns an Enduro World Championship round taking place in the areas of Lahti, Ruuhijärvi, and the Finnish Sports Institute.

This environmental plan supports the City of Lahti’s strategic objective of operating as an internationally recognized environmental city and promoting sustainable, responsible, and environmentally managed event production.

Lahti, the European Green Capital 2021, is committed to ambitious climate and environmental goals. The event organizer is likewise committed to these objectives by minimizing the environmental impact of the event and applying the principles of the City of Lahti’s environmental guidelines for events throughout all stages of event planning and implementation.

The event organizer has familiarized itself with Ekokompassi, the Finnish environmental management system that provides organizations and event organizers with a practical framework for identifying, reducing, and monitoring environmental impacts. The core principle of Ekokompassi



is continuous improvement: environmental impacts are identified, objectives and concrete actions are established, and implementation is monitored systematically.

The event's environmental plan follows the Ekokompassi approach, where environmental responsibility is integrated into the planning, execution, and post-event measures of the event. Information collected on environmental impacts after the event will be analyzed and utilized in organizing future similar events.

The event organizer is also committed to the objectives of the Finnish Motorcycling Federation's environmental program and will utilize the federation's experience, support, and guidance in the environmental planning of the event.

2. Event Area and Route Planning

The special stages of the competition will take place in carefully predefined areas. Permission for the use of these areas has been obtained from landowners, and the legally required off-road traffic permits will be applied for from the environmental authorities.

The special stages mainly pass through terrain where forestry work has already been carried out (logging and reforestation areas), as well as agricultural fields. The fields will be reseeded by the landowners after the competition.

Transfers between special stages will utilize existing infrastructure. The transfer sections are designed to use existing forest roads, cycling routes, and other existing road networks. No new tracks will be built, and the terrain will not be modified for the event.

The competition will proceed in accordance with the rules of the Enduro World Championship series, whereby riders complete the special stages according to a set schedule and travel between them via transfer sections. Safety, clear route guidance, and environmental considerations are emphasized throughout the event organization.

3. Protection of Nature, Soil, and Landscape

Protecting the natural environment is a key principle of the event. Routes, spectator areas, and public movement areas will be marked with barrier tape to ensure movement is directed to predefined areas that are sustainable for the terrain.

The event organizer has previously organized several national enduro competitions largely in the same areas, which facilitates the identification of suitable areas and environmentally sensitive locations based on existing knowledge and experience.

Clear and supervised spectator areas will be designated to minimize terrain wear, vegetation damage, and erosion risk. Sensitive areas will be separately restricted if necessary.

Routes and parking areas will be restored within one week after the competition through volunteer work. Restoration measures may include cleaning the areas, leveling depressions, and restoring the ground surface if necessary.

Where needed, before-and-after inspections will be conducted together with landowners.



4. Traffic, Parking, and Logistics

Spectator parking will be centralized in predefined parking areas. From a single parking area, visitors can access several special stages on foot, reducing vehicle traffic and emissions in the event area. Service, production, and organizer traffic will be planned in advance and carried out using existing road networks. Unnecessary driving will be avoided, and traffic will be directed by stewards and traffic controllers where necessary.

The Iitti Volunteer Fire Brigade (VPK) will remain on-site throughout the competition with firefighting equipment in case sparks cause wildfires. Oil absorbent material will be placed at the finish areas of special stages in case of oil spills.

Both fire and oil spill risks are considered low during the event, but appropriate preventive measures have nevertheless been prepared to protect nature and soil.

5. Public Transport and Sustainable Accessibility (Lahti–Vierumäki)

Accessibility to the event will be promoted through the use of public transportation and low-emission mobility options. The Finnish Sports Institute and Ruuhijärvi are accessible, for example, from the Helsinki metropolitan area by train and bus, and from Lahti by bus.

There is a direct bus connection from the Lahti Travel Centre to the Finnish Sports Institute.

The bus service allows bicycles to be transported in accordance with the transport operator's current terms and conditions. This supports sustainable mobility and enables the use of bicycles within the Finnish Sports Institute area for transfers between the event center, spectator areas, and services.

Event communications will encourage visitors to check up-to-date schedules and bicycle transport possibilities through the channels of public transportation service providers.

6. Waste Management and Cleanliness

A separate cleaning and waste management plan will be prepared for the event in accordance with waste management regulations and guidelines (see draft attached). Sufficient waste bins for different waste fractions will be placed along public routes and spectator areas.

The event will utilize the Finnish Sports Institute's waste collection point, which has sufficient capacity for all necessary waste fractions.

Food vendors will be responsible for their own waste management plans. Compliance will be monitored, and support and guidance will be provided where necessary.

The event area will be cleaned systematically during the event and immediately afterwards.

7. Material Choices and Temporary Structures

Route markings and barriers will be implemented using temporary, lightweight, and reusable materials. Barrier tapes and other marking materials will be carefully collected after the event and reused in future events.

No permanent structures will be erected in natural areas.



8. Energy and Water Consumption

The event organization aims to minimize energy and water consumption throughout all stages of the event.

Due to the nature of the competition, no extensive temporary structures will be built, and no significant electricity-consuming technology will be used in off-road areas.

Any electricity use will be concentrated in the event center and other designated operational areas, where existing electrical connections will primarily be utilized. The need for temporary energy solutions will be minimized, and energy efficiency will be considered in the selection of equipment and services.

Water use will mainly be limited to hygiene services and possible service points. Water consumption will be monitored and managed to avoid unnecessary environmental burden.

Unnecessary water use will be avoided, and any wastewater generated will be handled appropriately in accordance with applicable regulations.

9. Procurement

Procurement for the event will follow the principles of sustainable development. The primary objective is to utilize existing equipment, materials, and structures wherever possible and minimize the need for new purchases.

Where new purchases are necessary, they will be selected to ensure durability, reusability, and suitability for future events.

Special attention will be paid to material choices, reducing transportation needs, and utilizing local and regional operators.

The use of single-use products will be avoided whenever possible. All temporary materials used at the event, such as route markings and signage, will be collected after the event and reused.

10. Noise

As a motorsport event, the Enduro World Championship round generates intermittent noise, particularly during the special stages. Noise impacts have been identified as part of the event's environmental impacts, and special attention will be paid to their management.

The competition will take place during daytime hours, and the placement of routes and special stages will consider the location of residential areas and other noise-sensitive sites wherever possible.

The competition will be conducted in accordance with international and national sporting regulations, including technical noise regulations for vehicles.

All required notifications and permits related to noise will be submitted in accordance with applicable legislation and the City of Lahti's guidelines.

Residents and other stakeholders in the surrounding area will be informed in advance about the event and its schedule. Any feedback or observations will be addressed during and after the event.

11. Environmental Communication and Engagement

Spectators, participants, and stakeholders will be informed in advance and during the event about the event's environmentally responsible practices.

Communications will emphasize Lahti's role as an environmental city and highlight the event's concrete environmental actions.

Staff, volunteers, and security personnel will guide the public in protecting the terrain and complying with environmental instructions.

12. Summary

The Enduro World Championship round will be implemented strategically and responsibly so that its environmental impacts remain controlled and as minimal as possible.

The event supports the City of Lahti's environmental objectives, strengthens the city's environmentally positive image, and demonstrates that an internationally significant motorsport event can be organized in an environmentally responsible manner.

