

FIA ENVIRONMENTAL GUIDELINES FOR COMPETITIONS



Contents

Article 1 General principals	3
Article 2 Environmental Officer and Environmental Observer	4
Article 3 Environmental Managment framework - Guidance for <i>Organisers</i>	5

Applicable on a voluntary basis for international sporting *Competitions* sanctioned by the *FIA*, of any *Competition* type. Capitalised and italicised terms in this document are defined in Article 20 of the ISC.



Article 1 General Principles

As the sole international authority governing motor sport worldwide, one of the *FIA's* missions is to reduce the environmental and climate-related impacts of motor sport *Competitions* and reinforce motor sport as a catalyst for sustainable innovation and technology. Consistent with its commitment to improving environmental sustainability across motor sport and mobility, the *FIA* is taking action to promote the adoption of environmental best practice.

1.1.Objectives of the FIA Environmental Guidelines for Competitions

The present document establishes a set of voluntary guidelines for *Competition Organisers* that allow for a more sustainable relationship between motor sport stakeholders (*Organisers, Competitors, promoters, suppliers and spectators*) and the natural environment, through the reduction of negative impacts across key environmental impact areas. It provides a practical framework to help *Organisers* manage and prevent the main environmental risks associated with motor sport *Competitions* and to support continuous improvement in environmental performance over time.

The *FIA* Environmental Guidelines for *Competitions* are developed around two main pillars, the **environmental management framework** and the **management of environmental impact areas** (Article 3), both of which are implemented by the *Organiser* with the support of the Environmental Officer.

Based on these guidelines, the environmental management of the *Competition* is evaluated by an Environmental Observer. This evaluation is carried out using the checklist and reporting templates provided in the annexes of this document, with the aim of identifying strengths, highlighting areas for improvement, and ensuring that any environmental risks are reported and properly managed.

Article 2 Environmental Officer and Environmental Observer

1.2. Roles and responsibilities

The Environmental Officer and Environmental Observer are listed as officials in the ISC. The role and responsibilities of the Environmental Officer are defined in Appendix V to the [ISC](#).

The Environmental Officer shall:

- Create and/or monitor the *Competition's* Environmental Management Plan based on the guidelines set out in Article 3 of this document.
- On behalf of the *Organiser*, grant access to all relevant environmental and sustainability information relating to the *Competition*, to the Environmental Observer so that he may evaluate the environmental management of the *Competition* in an accurate and effective manner.
- Work closely with the Promoters/*Organisers* of the *Competition* from the planning stage, throughout its running, and in the post-*Competition* review process in line with the environmental management plan.
- Liaise with the Chief Safety Officer on issues of Environmental Health and non-sporting aspects of public safety.
- Establish a dialogue with those attending the *Competition* (teams, suppliers, spectators, etc.) and investigate areas for improvement.
- Provide the management with an environmental report at the conclusion of the *Competition*, in order to establish and maintain a programme of continuous improvement.

The Environmental Observer shall:

- Use the checklist (detailed in Annex 1) to perform an initial evaluation before the start of the *Competition* as well as an evaluation during and after the *Competition*, in order to establish and maintain a programme of continuous improvement.
- Provide an Environmental Report (detailed in Annex 1) in writing to the ASN, the *FIA* and the *Organiser*, recommending actions for improvement.
- Provide an Environmental Incident/Accident Report (detailed in Annex 2) to the ASN, the *FIA* and the *Organiser*.

1.3. Role of the Environmental Observer within the framework of the FIA Environmental Accreditation Programme

The *FIA* Environmental Accreditation Programme aims to help motor sport and mobility stakeholders worldwide to measure and enhance their environmental performance. The highest level (3*) of the programme certifies that a stakeholder demonstrates best practice and seeks continual improvement through the implementation of an environmental management system. It is delivered following an onsite audit to evaluate process and performance. When an *Organiser* applies for 3* *FIA* Environmental Accreditation certification or renewal, and the audit is carried out before and/or during the *Competition*, the Environmental Observer will act as an observer of the audit but does not interfere with it.

* For details on the audit process, please see the *FIA* Environmental Accreditation Programme Guidelines on fia.com.

Article 3 Environmental Management Framework – Guidance for Organisers

To establish a robust environmental management framework for *Competitions*, the *Organiser* may incorporate the following guidance:

1.4. *Organiser's commitment to environmental sustainability*

The *Organiser* should demonstrate a clear commitment to environmental management across all phases of the *Competition*.

To this end, the *Organiser* shall:

- Appoint an Environmental Officer responsible for managing environmental matters of the *Competition*.
- Develop an environmental policy and environmental management plan and communicate them internally and externally.
- Specifically for *Rally* and *Cross-Country Competitions*: the *Organiser* should consult the Environmental Officer to define the route, taking into consideration the potential impact on the local environment.

1.5. *Organiser's compliance with national and local legislation relating to the environment*

All *Competitions* must comply with the *Applicable Laws* relating to environmental protection, which are referred to in Articles 3.4.4 and 20 of the ISC, as well as with any regulations and/or requirements laid down by the *FIA*, the national environmental code and other equivalent regulations set by the *ASN*.

The *Organiser* should establish a process to assess compliance with applicable regulatory requirements and ensure that any records of non-compliance are identified and addressed before the *Competition*.

1.6. *Establishment of an Environmental Management Plan*

The *Organiser* shall measure and monitor the environmental performance of the *Competition* and dedicate sufficient resources to achieve it through the development of an environmental management plan.

The environmental management plan should include the following elements:

- The precise location and estimated volume of containers with fuel/used oil/ other liquids or potentially hazardous waste.
- The location and quantity of containers for different streams of non-hazardous waste available for *Competitors* and spectators.
- A plan for appropriate waste and wastewater collection to ensure appropriate disposal.
- A plan for testing noise levels.
- A plan for appropriate signage for *Competitors* and spectators indicating different areas, including waste collection points, car washing areas, drinking water access, protected areas that should not be accessible to the public, etc.
- The location and quantity of sanitary facilities, including facilities accessible for people with disabilities, as well as a cleaning plan.
- A map of the venue accessible for *Competitors* and spectators, clearly indicating the location of the facilities, including the necessary installations accessible for people with disabilities.

- A strategy on environmental communication, specifically awareness-raising activities for *Participants*, as well as a procedure regarding feedback on environmental matters.

The environmental management plan should be shared with the Environmental Observer at least one month prior to the start of the scheduled *Competition*.

In addition, other valuable best practices can be part of the environmental management plan, such as:

- A plan for measuring air pollution levels.
- A plan for the provision of public transport or other alternatives to individual transport to spectator areas.
- The identification of the *Competition's* environmental impacts on local biodiversity (including identifying important areas for biodiversity, threatened or protected species and habitats, nesting, and the breeding seasons of threatened animals), as well as taking into consideration potential impacts when defining the route/location of the *Competition*.
- Setting environmental objectives and targets relating to various environmental impact areas.
- A plan to restore areas affected by unavoidable impacts of the *Competition*.

1.7. Environmental impact areas – Guidance for Organisers and Competitors

The *Organiser* is encouraged to implement the necessary measures to ensure sustainable management of the *Competition* in all environmental impact areas. These impact areas are divided into two categories: **basic recommendations** and **best practice guidance**.

Basic recommendations represent key actions that the *Organiser* is strongly advised to implement as part of delivering the *Competition*. These actions are evaluated by the Environmental Observer using Annex 1. Best practice guidance, while not evaluated by the Environmental Observer, are provided as guidance to support a higher standard of environmental performance and to encourage continuous improvement in sustainable event management.



“**Environmental impact areas**” are defined as subject areas that are assessed for their potential or actual impacts on the environment due to human activities.

Environmental impact areas

Energy and fuel

Basic	The <i>Organiser</i> should: • Implement monitoring and recording of energy and fuel consumption in different facilities (e.g. paddock, service park, HQ, etc.). • Be able to provide information on energy sources (fossil, renewable) used to power vehicles, generators and other facilities. • If not already required by the regulations applicable to the <i>Competition</i>, encourage the use of sustainable fuel* by <i>Competitors</i>.
Best Practice	The <i>Organiser</i> may: • Where possible, implement energy-saving and efficiency measures to prevent over-consumption (e.g. well-maintained equipment, lighting improvements, movement detectors, use of energy-saving mode in equipment where relevant, etc.) • Where possible, favour the use of alternative sustainable energies (e.g. renewable electricity) and fuel (e.g. HVO) to power vehicles, generators and other facilities.

* ‘Sustainable fuels’ refers to energy sources that can be produced and consumed in a way that minimises negative environmental impacts and reduces greenhouse gas emissions. The collective term ‘sustainable fuel’ is used for all types of sustainable fuel, which fall into three main categories: advanced biofuels; sustainably produced synthetic fuels (including e-fuels); and recycled carbon fuels (RCFs).

Water

Basic	The <i>Organiser</i> should: • Implement monitoring and recording of water consumption. • Ensure availability of drinking water for <i>Competitors</i> and spectators. • Encourage efficient use of water (to prevent over-consumption).
Best Practice	The <i>Organiser</i> may: • Carry out water-saving awareness campaigns in areas with water stress and scarcity.

Waste management

Basic

The *Organiser* should:

- Make available, secure and clearly mark facilities for separate collection of non-hazardous solid waste as well as work with contractor(s) that ensure appropriate waste disposal.
- Provide facilities for collection of oil/fuel and other hazardous waste and organise appropriate disposal.
- Provide facilities for wastewater collection, ensure that they are used appropriately, and organise appropriate disposal.
- Ensure appropriate use of facilities for separate collection of non-hazardous solid waste.

Best Practice

The *Organiser* may:

- Implement measures to reduce waste (e.g. single-use plastic ban, providing reusable packaging where relevant).
- Avoid landfill of waste.
- Implement monitoring and recording of the volume of waste and wastewater that is generated, reused, recycled and disposed of.

Procurement of materials and services

Basic

The *Organiser* should:

- Identify the main categories of purchased resources and their potential significant negative environmental impact.
- Request main suppliers with significant environmental impact to provide evidence of environmental sustainability commitments, such as certifications (e.g. ISO 14001), sustainability policies, or published environmental targets and reports.

Best Practice

The *Organiser* may:

- Where feasible, purchase materials that are third-party certified, locally sourced and reusable/recyclable (where relevant).

Protection of the soil, groundwater and biodiversity

Basic

The *Organiser* should:

- Organise the *Competition* in accordance with the national and local laws relating to the protection of biodiversity. The location of the *Competition* should be defined to avoid any disturbance of local biodiversity where possible. For *Competitions* taking place in protected areas, valid permits from local/national authorities must be delivered. Protected areas/biodiversity-sensitive areas can be identified by consulting international biodiversity databases and information systems (e.g. Word Database on Protected Areas, Ramsar Site, UNESCO World Heritage Sites, Important Bird and Biodiversity Areas, Key Biodiversity Areas, etc.).
- Organise fuel storage and refuelling points in order to avoid any spillage and protect the ground from contamination (the location of fuel storage and refuelling points should be clearly marked, ensuring that containers and tankers are of sufficient capacity and in good condition).
- Mainly for *Rally Competitions*: If car washing is permitted, design car wash facilities to ensure that the ground is not polluted. The washing area must have a non-porous surface and all wastewater run-offs must be directed to a tank. Discharging into the public water sewage system is prohibited without the specific authorisation of the local provider or should be collected in a sealed system for authorised disposal.
- When servicing or refuelling a vehicle, use of efficient soil protection measures, such as the environmental mat of sufficient size and appropriate material, is mandatory to prevent any spillage of fuel, used oil or other potentially hazardous liquids, and to protect the ground from contamination.
- In case of any fluid/fuel spillages or other environmental accidents, *Competitors* and *Organisers* must immediately deploy appropriate measures to maintain the integrity of the area and properly report on any incident.

Best Practice

The *Organiser* may:

- Evaluate the potential impacts on local biodiversity of all activities relating to the *Competition*.
- Prepare plans for restoration of areas affected by the unavoidable impacts of the *Competition*.
- Implement appropriate measures to minimise and remedy fluid/fuel spillages or other environmental accidents and maintain integrity of the area (e.g. evaluate pollution risk from transport and equipment use, fire or other unexpected episodes including natural events, regularly check for leaks, and have a tested and communicated emergency plan in place).
- Ensure that the *Reserved Areas* are cleaned of any residues remaining after the *Competitions* (e.g. tyre deposits, vehicle parts debris, etc.) to prevent ground and water pollution.
- Carry out actions to increase awareness among *Competitors* and spectators of the impact of motor sport on local biodiversity.
- Based on the location, organisational structure, function and types of activities (if relevant): long-term monitoring of relevant areas of ecological importance has been established, and a biodiversity enhancement plan and targets for mitigating negative impacts have been developed and regularly reviewed in collaboration with a qualified ecologist.

Transport and logistics

Basic

The *Organiser* should:

- Establish a transport/travel plan for the *Competition* (considering main transport-related issues associated with staff, spectators and *Competitors* travel)
- Establish a process for data collection on vehicles under the *Organiser's* control (e.g. fleet, staff) and, where feasible, estimate the transport impacts of spectators using appropriate methodologies (e.g. surveys or partnerships with transport providers).
- Communicate instructions to *Participants* regarding more sustainable forms of transport (public or individual).

Best Practice

The *Organiser* may:

- Provide electric charging stations (fuelled by a sustainable source of energy where possible) available to *Competitors* and spectators.

Noise and air quality

Basic

The *Organiser* should:

- Identify if there are regulatory requirements relating to noise levels, or commit to respect internationally accepted best practice (if there are no locally applicable requirements).
- Regularly measure noise levels and make sure that they comply with locally applicable regulatory requirements, or internationally accepted best practice (if no local requirements).

Best Practice

The *Organiser* may:

- Enable monitoring and measurement of air quality (e.g. levels of NO_x, SO₂, PM₁₀).
- If air quality monitoring is in place, ensure that measured air pollution levels from the *Competition* comply with locally applicable regulatory requirements, or internationally accepted best practice (if no local requirements).
- Actively engage with relevant stakeholders with regard to noise and air quality, notably by carrying out actions to increase awareness among *Competitors* and spectators on noise and air quality issues.
- If applicable, communicate the results of noise and air quality measurement to interested parties.

Carbon emissions

Basic

The *Organiser* should:

- Identify the main sources of CO₂ emissions from the *Competition* organisation.

Best Practice

The *Organiser* may:

- Where possible and within the control of the *Organisers*, set targets for emissions reduction.
- Implement actions to reduce emissions, in line with set targets.
- If reduction measures are implemented, the *Organiser* can consider identifying potential for CO₂ removal*.

* CO₂ removal refers to technologies, practices and approaches that remove and durably store CO₂ from the atmosphere. Removals can be from biogenic or technological sinks and stored in land-based, product or geological carbon pools.