



# Environmental Plan Template

# 1. Introduction

The acceptance and realisation that mankind is responsible for rapidly depleting natural resources and polluting the environment, has now spread from pressure group thinking to the mainstream. Increasing attention is now being paid to the concept of sustainable development that meets the needs of the present generation, without compromising the ability of future generations, to meet their own needs.

All activities have an impact on the environment, through resources used, processes undertaken, and waste created. Pressures to change our way of operating are now impacting all types of sport and recreation.

## 2. General Principles

- 2.1 Motorcycling activities fall clearly into three main categories: competitive sport, recreation, and transport.
- 2.2 Motorcycle sport is a major constituent of international and national sporting calendars, attracting an ever-increasing audience and producing significant economic benefits. It is a sport that like most others, has an impact on the environment.
- 2.3 [\(Insert Licensee details here\)](#) acknowledges the importance to develop a coherent environmental policy, taking into account the local, State and Federal legislative and regulatory requirements of Australia and the Australian community as a populous.
- 2.4 [\(Insert Licensee details here\)](#) environmental policy, as defined in 'the Code', is based on mutual respect for the needs of the environment and for the reasonable practices of motorcycling in general.
- 2.5 [\(Insert Licensee details here\)](#) seeks to closely engage with all appropriate third party organisations to ensure that motorcycle activities are, at all times, environmentally acceptable and forward thinking.
- 2.6 According to the above General Principles, the Code seeks to improve the relationship between motorcycling and the community at large. These main principles refer, in particular, to:
  - a) Noise, fuel, protection of the ground through the controlled use of tear-offs, and clearing issues;
  - b) Behavior of all persons, either directly or indirectly, involved in motorcycling.
- 2.7 [\(Insert Licensee details here\)](#) will seek to establish, at all times, the appropriate environmental standards during the organisation of motorcycle events, at all levels, and will promote environmental consciousness.

## 3. Sound

- 3.1 Motorcycles – Individual
  - Avoid all unnecessary running of engines
  - Respect and adhere to all agreed and regulated sound level restrictions
  - The sound levels, in all disciplines, must comply with the Supplementary Regulations and Manual of Motorcycle Sport (MoMS)

### 3.2 Communication

- Separate address systems for riders' paddock and the public area are preferable.
- Position of loud-speakers: inclined towards the ground and directed towards the center of the track or the course.
- Maintain the sound levels as low as possible and ensure that sound levels do not exceed 85 dB / A in areas accessible to the public (unless otherwise regulated)
- A public address system can cause more annoyance outside the track than the actual sound of motorcycles. Make arrangements with the people in charge of the system to reduce the sound volume to an absolute minimum between races/practice sessions

## 4. Protection of the Ground

4.1 Measures must be taken to prevent discharges of fuel, oil, cleaning fluids, degreasers, cooling and breaking fluids, etc. into the ground.

### 4.2 Tear-offs

- Goggle tear-offs have become an environmental problem – [Licensees list the actions their club will take to deal with the issue here.](#)
- The Licensee is to ensure this Environmental Policy contains information that meets the following criteria:
  - [Details of the locations of tear-off disposal points \(bins\) around the venue,](#)
  - [Details of the clean-up process post-event,](#)
  - [Appropriate measures for the misuse of tear-offs by participants,](#)
  - [Consideration for the future phasing out of tear-offs, \(There is a possibility in the future that Tear-offs are banned by law for environmental reasons, so Licensees and RCB's need to consider this moving forward\).](#)
- As a recommendation, sediment traps can be constructed to capture tear-offs and other debris that are exposed by rain and are possibly missed by the clean-up process due to being covered by dirt, and are at risk of contaminating waterways.

## 5. Cleaning of Motorcycles

- Cleaning of motorcycles can only be carried out at places designated by [\(Insert Licensee details here\)](#)
- Cleaning facilities must be constructed and managed to avoid pollution of the ground

## 6. Recommendations for the Public

Visitors to a motorcycle sport venue, track, rally, circuit and/or event, can play an important role in keeping the environment clean and undamaged. Suggestions for the event organiser to assist with protecting the general environment include:

- Select the routes to and from the venue which will cause as little annoyance as possible within the surrounding area.
- Provide clear signs to the venue, which must be removed within 24 hours of the end of the event.
- Do not allow parking on vulnerable areas (verges, green lanes, etc), or where soil damage may occur (i.e. after heavy rain)
- Avoid concentrations of people in sensitive areas

- Provide sufficient sanitary facilities and ensure/secure prompt treatment of effluent
- Inform the public about responsible behavior on the site
- Specify in contracts with caterer's and vendors that all drinks and food packaging is to be removed from the site and that all generators are to be placed on an environment mat for protection of the ground during refueling

## 7. Event Environment Management Plan

It is useful to use a plan for the management of the facilities, to stimulate an environment-minded behaviour by the spectators and an environment-minded use of the facilities during events.

This plan must include at least the following points:

- a) An assessment of the environment impact of the event on the circuit and its surroundings, having regard to the number of competitors and the expected number of spectators
- b) Measures taken to prevent the pollution of streams where used as a drinking source for either animals or humans
- c) Cleaning area with high-pressure cleaners for motorcycles
- d) Containers for used oil, brake fluids and cooling fluid or any other liquid
- e) Containers for spectators general litter
- f) Sanitary facilities
- g) Judicious positioning of loud speakers
- h) Provision of adequate and appropriate direction signs to the event
- i) Provision of containers or waste bags in the pits of the mechanics area and collection of the contents during and after the event

## 8. Rider's Paddock/Restricted Areas

- Provide sufficient containers for the rubbish bags
- Take care that there are enough containers for used oil. These containers must be marked "waste oil only" and have an opening sufficiently large to avoid spillage
- Provide containers for oil filters and cleaning rags
- Provide sufficient and clean sanitation, for all personnel, with proper provisions for collecting waste and water
- Provide a special wash area in accordance with the appropriate discipline regulations for events where the cleaning of motorcycles is permitted

## 9. After the Event

- Signposts, billboards and posters must be removed immediately after the event
- Clear away tapes and markers around the event site
- The event site must be returned to its original condition as soon as possible
- Arrange for prompt removal of all waste and rubbish
- Ensure that the disposal of medical or other hazardous waste is managed by specialist companies
- At regular intervals make an evaluation of the event; correct any shortcomings and prevent future error
- Ensure soil/sand supplied by others be examined for possible pollution before it is used
- Remove mud from public highways and remove direction signs etc.