

THE AUTO CYCLE UNION LTD

ENVIRONMENTAL CODE



All enquiries should be address to:

The Auto Cycle Union Ltd

ACU House,

Wood Street

Rugby,

Warwickshire,

CV21 2YX

Telephone: 01788 566400

Email: admin@acu.org.uk

Website: www.acu.org.uk

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INTRODUCTION

The realisation that society is rapidly destroying natural resources and polluting the environment to meet its own needs 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 the resources they use, the processes they undertake, and the waste created. Pressures to change our way of operating are now being brought to bear on all types of sport and recreation.

The ACU has two objectives to achieve in developing an Environmental Code.

- I. To ensure that it manages our activities in a way that is sustainable within the environment.
- II. To put itself in a position where it can demonstrate to Local and National Governments that we are a responsible member of the community, with both the ability and willingness to contribute to the protection of critical aspects of our environment.

GENERAL PRINCIPLES

- Motorcycle activities fall clearly into three main categories: competitive sport, recreation, and transport.
- Motorcycle sport is a major constituent of the International and National sporting calendars, attracting an ever-increasing audience and producing significant economic benefits. It is a sport that, like most other sports, and human activities in general, creates an impact on the environment.
- Motorcycle riding, as a means of transport or recreation, continues to increase and, therefore, should also be looked at from an environmental point of view.
- The ACU considers it to be of major importance to develop a coherent environmental policy, considering the legislative and regulatory requirements of the United Kingdom.
- The ACU Environmental Policy, as defined in this Code, is based on mutual respect for the needs of the environment and for the reasonable practices of motorcycling in general.
- The ACU seeks to co-operate closely with all appropriate organisations to ensure that motorcycle activities are, at all times, environmentally acceptable.
- The ACU shall adapt its Rules and Standing Regulations to give proper recognition to environmental matters and to the principles of the Code.
- According to the above General Principles, this 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, and cleaning issues.
 - b) behaviour of all persons, either directly or indirectly, involved in motorcycling.
- The ACU will seek to establish, always, the appropriate environmental standards during the organisation of motorcycle events, at all levels, and will promote environmental consciousness.
- To ensure that this Code is respected, the ACU has added environmental responsibilities to the duties of the Clerk of the Course.
- At each event the Clerk of the Course is responsible for all environmental issues associated with that event. The Clerk of the Course can delegate the duties (but not the responsibilities) to another suitably licensed official appropriate to the status of the Event. (i.e. An official with a National Track Racing Clerk of the Course Licence can undertake the Environmental Duties at a National Motocross Event).

The Clerk of the Course will:

- Ensure that the ACU Environmental Code is respected.

- Have access to all information relating to the event and must be able to, prior to, during, and after, the event, take appropriate action or make recommendations on all aspects of the event which may have environmental consequences.
- Report to the Stewards of the Meeting on environmental aspects of the event and make recommendations to the Stewards or the Sustainable Events Management Panel on issues which may have future environmental consequences.

For International Championship Events, these responsibilities must be undertaken by an official appointed by the ACU and in possession of a current FIM Sustainability Officials Licence as specified in the FIM Sporting Code.

SOUND

MOTORCYCLES – INDIVIDUAL

- Avoid all unnecessary running of engines.
- Respect any agreed sound level restrictions.
- The sound levels, in all disciplines, must comply with each discipline's Standing Regulations.
- The ACU maximum sound levels for all disciplines will be enforced, controlled by licensed officials with approved equipment. For details, which vary slightly between disciplines, refer to the sporting and technical rules.

MOTORCYCLES – COLLECTIVE

- Adequate consideration must be given to the siting of the course, and in particular the start areas, in relation to local residential properties.

COMMUNICATION

- Separate address systems for riders' paddock and the public area are preferable.
- Position of loudspeakers to ensure that sound pollution is prevented outside the venue.
- Maintain the sound level as low as possible and ensure that sound levels do not exceed 85 dB/A in areas accessible to the public.
- A public address system can cause more annoyance outside the track than the actual sound of motorcycles. Plan with the people in charge of the system to reduce the sound volume to an absolute minimum between races/practice sessions.

FUEL

- It is a requirement that commercially available unleaded fuel, without additives, except oil for two stroke engines, is used (for exemptions see below)
- For Track Racing, the use of methanol is permitted.
- The use of alternative fuels which are more environmentally friendly, when sanctioned by the appropriate sporting regulations, are permitted.
- Fuel tests are carried out in accordance with the procedure laid down in the Technical Rules.
- Samples of the test are sent by the organisers of the event to a laboratory selected by the ACU.

CLEANING OF MOTORCYCLES

- Cleaning of motorcycles can only be carried out at places designated by the organisers.
- Detergents are not permitted.
- Cleaning facilities must be constructed and managed to avoid pollution of the ground.

PROTECTION OF THE GROUND

- Measures must be taken to prevent discharges of fuel, oil, cleaning fluids, degreasants, cooling and brake fluids, etc. into the ground.
- For all off-road disciplines, competitors are required to use an environmental mat at all places where machines are serviced or being refuelled.
- Specification of Environment Mat Dimensions 160cm × 100cm (Track Racing Solo – 160cm × 75cm) Absorption Capacity Minimum One Litre. The Environment Mat must be composed of an absorbent upper part and an impermeable lower part. Thickness Minimum 5mm
- Environment mats must also be placed under mobile generators, oil/fuel storage facilities and communal refuelling facilities to avoid pollution of the ground.
- Containers/facilities to recover catering waste, used rags and oil filters, waste oil and coolant must be provided by the organisers.
- Leave no long-term evidence of any activity.

ACTION TO BE TAKEN BY COMPETITORS

- Each competitor is responsible for the waste generated by his team during the event.
- Where organisers provide the necessary containers for waste they must be used as directed.
- Waste must be retained by the team until the approved facilities provided by the organisers can be used.
- Used tyres must be retained by the rider unless storage and disposal facilities are provided by the organiser.
- Where refuelling or servicing of a motorcycle is being undertaken at an off- road event, competitors must provide and use an environment mat to protect the ground. These mats must be removed by the competitor after use.
- Where organisers or competitors provide generators powered by petrol or diesel engines, they must be placed on an environment mat, and that mat must be removed by the user afterwards.
- Any infringement by the competitor of the ACU Environment Code can result in disciplinary action being taken.

ACTION TO BE TAKEN BY ORGANISERS

EVENT ENVIRONMENT MANAGEMENT PLAN

Assess the Environmental Impact of the event on the paddock, start area and the entire course and its surroundings, having regard to the number of competitors, expected number of spectators and any environmentally sensitive areas.

Having completed the assessment take the following steps where they are deemed necessary, and take account of take account of any local restrictions.

- a) Provision of adequate and appropriate direction signs to the event which must be removed within 24 hours of the event. Do not allow parking on vulnerable areas (verges, green lanes, etc.), or where soil damage may occur (e.g., after heavy rain). Where large numbers of spectators are envisaged consultation with the Police is recommended.
- b) Measures taken to prevent the pollution of streams where used as a drinking source for either animals or humans.
- c) Provision of a machine cleaning area in accordance with the appropriate discipline regulations for events where the cleaning of motorcycles is permitted.

- d) Provision of Containers for used oil, brake fluids and cooling fluids or any other liquid. They must be clearly marked “waste oil only” and have an opening sufficiently large to avoid spillage and a captive funnel. Also provide containers for oil filters and cleaning cloths.
- e) Ensure that all fuel and waste oil, and all generators are placed on an environment mat.
- f) Provision of sufficient containers for competitors and spectator’s general litter. Consideration to be given to providing competitors with a rubbish bag on arrival and instructions on what to do with it.
- g) Provision of Sanitary facilities. Further guidance on numbers is provided in Sanitary Facilities Appendix A.
- h) Judicious positioning of any loudspeakers.
- i) Where a central refuelling point is provided, ensure that motorcycles are only refuelled when parked on an environment mat. Provide Fire Extinguisher and have it clearly signed. Display No Smoking signs.

CARBON FOOTPRINT

When required by the ACU Office, provide the necessary information to calculate the Carbon Footprint of the competition element of an event.

This will normally comprise of information relating to the number of competitors in each capacity class and the total mileage covered by competitors in each class.

INFORMATION TO THE SPECTATORS

- Inform the public about responsible behaviour on the site.
- Request spectators to use the rubbish containers provided.

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.
- Remove mud from public highways and remove direction signs etc.

PUBLICITY AND ADVERTISING

- Place billboards and posters only after having obtained permission from the owner of the property, and the local highway authority if appropriate.
- Take Government regulations into account when positioning billboards.
- Do not distribute leaflets/pamphlets under windscreen-wipers of cars, on motorcycles, nor to spectators (do not allow others to do so during an event).

RECOMMENDATIONS FOR ROAD USERS

- Individual motorcyclists should develop riding habits to ensure full integration with other types of users.
- Ride safely and avoid aggressive and competitive riding.
- Save petrol and reduce pollution by avoiding unnecessary idling of engines.
- Ride politely and limit noise pollution by using your horn only in an emergency.
- Noise annoys. Use a legal exhaust system and keep audio systems at a low level.
- Use only routes which are legally available to motorcyclists.
- Ride responsibly at all times.

- Respect nature by not travelling on routes that risk being damaged beyond a point of natural recovery.
- Protect wildlife and its natural habitat by riding intelligently.
- Take responsibility for ensuring that your used oil, tyres, batteries, and other recyclable items are properly disposed of.
- Encourage fuel efficiency and space economy by riding motorcycles instead of driving automobiles.