



**MOTORCYCLING  
AUSTRALIA**

# **Motorcycling Australia NATIONAL ENVIRONMENTAL CODE AND MANAGEMENT PLAN**

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## EXECUTIVE SUMMARY

Motorcycling Australia (MA) is committed to the environment through the development and promotion of an environmental program incorporating sustainability principles within Motorcycle Sport in Australia.

As part of this commitment, the National Environmental Code and Management Plan acts as a strategic framework to ensure that State Controlling Bodies (SCB'S) in conjunction with motorcycle club(s) comply with the relevant environmental regulations imposed by the relevant regulatory bodies, landowners/managers *and MA as per the General Competition Rules (GCR's)*.

MA will ensure the following environmental aspects and impacts are managed in a socially responsible way:

- Noise
- Fuel
- Protection of ground (eg. ground contamination)
- Cleaning issues
- Event site selection (Inc: flora and fauna protection)
- Behaviour of spectators and;
- Activities of organisers circuit/track managers, race participants and road users.

This Commitment will ensure that the environment, social, cultural and recreational values are maintained, whilst promoting sustainable motorcycle sport in Australia for years to come.

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## FOREWORD

Motorcycling Australia (MA) is committed to the environment through the development and promotion of an environmental programme which incorporates principles of sustainability within Motorcycle Sport in Australia.

As part of this commitment the National Environmental Code and Management Plan acts as a strategic framework to ensure that the State Controlling Bodies (SCB'S) in conjunction with Motorcycle club(s) comply with the relevant environmental regulations imposed by the relevant regulatory bodies, landowners/managers *and MA as per the General Competition Rules (GCR's)*.

This Commitment will ensure that the environment, social, cultural and recreational values are maintained, whilst promoting sustainable motorcycle sport in Australia for years to come.

## ENVIRONMENTAL CODE

### PURPOSE

MA has developed this Environmental Code (EC) to attain the highest standards of environmental management of its activities across Australia. Motorcycle events as well as other sporting activities have an impact on the environment, to ensure these impacts are minimal MA endeavours to:

- Identify possible negative environmental risks (Impacts) and adopt/ implement best practice environmental management
- Establish and maintain working relationships with relevant landowners/managers and regulatory bodies to improve/enhance existing environmental management practices
- Develop and implement a National Environmental Plan in conjunction with the SCB's for competitive and non-competitive events
- Educate clubs, organisations and the community in conjunction with SCB's on environmental management associated with recreational and competitive events
- Provide training to event organisers regarding environmental management issues with ways to minimise environmental impacts

### OBJECTIVES

The objectives of this Environmental Code are to:

1. Provide a framework for MA, SCB's and clubs to responsibly conduct environmental management strategies as required.



2. Identify significant environmental risks (impacts) associated with motorcycling activities and provide the appropriate control measures to minimise or avoid potential adverse impacts.
3. Collaborate and work with relevant land owners/managers and regulatory bodies to ensure ongoing environmental management is maintained.
4. Implement an environmental auditing program based on this code.

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## GENERAL PRINCIPLES

- Motorcycling activities fall into four main groups: competitive sporting events, non-competitive sporting events, private recreation, and transport.
- Motorcycle sport is a major constituent of the international and national sporting calendars, attracting an increasing audience and producing significant economic effects. It is a sport, which, like most other sports, and human activities in general, creates an impact on the environment.
- Motorcycling riding, as a means of transport or for recreation continues to increase, and therefore must also be looked at from an environmental point of view.
- MA considers it to be of major concern and importance to develop meaningful and rational environmental policy taking into account the legislative and regulatory requirements of each state and territory.
- MA will seek to establish at all times the highest environmental standards during the organisation of motorcycle events at all levels and will promote environmental education among all motorcycle participants. MA will do so in close co-operation and assistance from the SCB's, clubs and organisations representing the motorcycle industry and riders.
- The MA environmental policy as defined in this code is based on a commitment and respect for the environment whilst maintaining sustainable motorcycling sports practices.
- MA seeks close co-operation with regulatory authorities and organisations in order to ensure that there are sufficient facilities, locations or opportunities for motorcycle activities to be carried out under environmentally acceptable conditions across the country.
- All SCB's shall adopt this Environmental Code and provide assistance to Clubs and others to ensure the principles of this code are maintained and understood.
- According to the general principles, this code prescribes recommendations to improve the relationship between Motorcycling and the Environment.

These recommendations refer to in particular to:

- Noise
- Fuel
- Protection of ground (eg. ground contamination)
- Cleaning issues
- Event site selection (Inc: flora and fauna protection)



- Behaviour of spectators and;
- Activities of organisers circuit/track managers, race participants and road users.
- The Appendices to this code includes checklists used for the various sporting disciplines as well as Environmental Risk Control's (ERC's).

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## ENVIRONMENTAL SUSTAINABILITY POLICY

### STATEMENT

Motorcycling Australia (MA) is the governing body of motorcycle sport in Australia. MA is committed to protection of the environment through development and promotion of an environmental program which is committed to incorporating principles of sustainability in motorcycle sport within Australia.

### OBJECTIVES

MA's goal is to establish a culture of continuous environmental improvement across motorcycle sport in Australia. To achieve this we will:

- Establish and maintain an Environmental Program
- Comply with all relevant legislation, regulations, policies, local laws and site agreements that are designed to protect the environment.
- Implement a National Environmental Code and Management Plan that aims to prevent pollution, minimise the potential for adverse environmental impacts and explore improved environmental options, especially in relation to:
  - Noise emissions
  - Soil and ground water contamination (e.g. pit/motorcycle clean up practices)
  - Emissions to air (eg fuel vapour, dust, fumes, odour)
  - Protection of flora and fauna
  - Discharges to water catchment areas (eg spills of fuel, brake fluids, coolant, oils, litter, degreasing, cleaning agents)
  - Protection of cultural heritage

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All employees, officials (voluntary/paid), competitors, associated competition participants, non competitive participants and others will comply with MA's Environmental Sustainability Policy.

*David White*

*CEO*

*January 2008*



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## MA ENVIRONMENTAL STEWARD

The International Federation of Motorcycling (FIM) has introduced the post of Environmental Steward (ES). The ES has the primary responsibility for implementing the FIM Environmental Code. MA has also created the post of Environmental Steward to co-ordinate all relevant issues. At each National event or activity, the SCB shall endeavour to have a person responsible solely for all environmental aspects, such as the Environmental Steward or Chief Steward.

### DUTIES OF THE MA ENVIRONMENTAL STEWARD

- Ensure that the National Environmental Code is respected and appropriately implemented
- Have access to all information concerning the event
- Be able to give prior, during and after the event, recommendations to the SCB, event holder, or other on all aspects of the event which may have potential environmental consequences
- Instruct officials during events on environmental issues as necessary, as well as riders, organisers and the spectators when required.
- Draw up a report on the basis of the checklist prepared on the various discipline and send it to the relevant SCB and MA within 24 hours, a copy should be handed to the Chief Steward, Club President and other.

## FIM ENVIRONMENTAL DELEGATE

*The FIM Environmental delegate maybe in attendance for any FIM events in Australia.*

### DUTIES OF THE FIM ENVIRONMENTAL DELEGATE

- Observe and verify the application of the FIM Environmental Code.
- Inform the President of the Jury of each violation of the FIM Environmental Code in order to apply sanctions relative to the infraction.
- Identify areas of "good practice" and make recommendations for future proposals to amend the FIM Environmental Code.
- Attend the meetings of the International Jury during his presence at the event.
- Perform an inspection of the track/course and its facilities at any time before, during or after the event.
- Prepare a report summing up all important aspects of the event that relate to the environment, and comment on the efforts made by the organisers to respect the FIM Environmental Code.
- Compare report to the check-list completed by the **MA Environmental Steward**.



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## NOISE

### INTRODUCTION

Concerns regarding noise at motorcycle events are not limited to the machines themselves. In addition to the expected engine noise, organisers and Environmental Stewards must be aware of the magnitude of sound from public address systems, crowds and other sources associated with an event. Minimising excessive noise associated with motorcycle activity and taking public reaction to noise in consideration is the responsibility of all concerned: riders, clubs, organisers and all officials.

### NOISE OF MOTORCYCLES

Sound is a measurable phenomenon created when a source, such as a motorcycle engine, causes the air to vibrate. In contrast, noise is an individual interpretation of the impact of that sound. A sound enjoyed by one may be annoying to another. Motorcycles with high sound levels are almost always considered noisy. The Environmental Steward must understand the difference between the two and how sound is quantified.

The decibel (dB) is the unit used to express sound pressure levels and they are measured on several scales. Motorcycle sound is tested on the "A" weighted scale and is expressed as dB (A). Sound pressure levels increase at a logarithmic rate (very quickly) while the human ear interprets that increase more slowly. As a consequence, each time the number of identical sound sources is doubled (as with many motorcycles at the starting line); the sound pressure level measurement is increased by only 3 dB (A).

Sound levels decrease as the distance from the source increases. A doubling of the distance from the source to the ear causes a loss of 6 dB (A). Temperature, elevation, humidity and the frequency of the sound waves also contribute to the rate of energy loss. Such things as foliage, uneven ground and large obstacles, such as walls, cars or embankments will reflect sound and affect sound levels in the immediate area.

MA recommends in conjunction with FIM Code the following:

- To avoid all unnecessary running of engines
- To reduce as much as possible the sound level in all disciplines

### NOISE MEASUREMENTS

Environmental Stewards and event organisers should be familiar with noise regulations governing both event and vehicle sound levels.

For details of specific sound levels for each discipline refer to the rules for that activity in the GCR book. The MA noise control method and sound levels are also recommended for National or club events.



## SOUND SYSTEM / PUBLIC ADDRESS SYSTEM

- Separate public-address systems for riders' paddock and the public area are preferable
- Maintain sound level as low as possible and
- The whole system must be ready and tested 30 minutes before the start of the practice.

*The sound system often causes more annoyance outside the track area than the actual event. Make arrangements with the people in charge of the sound system to reduce the sound volume between races/practice sessions.*

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## FUEL

It is a FIM and MA requirement that regular unleaded fuel, available at the service stations, or provided by the organisers, without additives, except oil for two stroke engines, is used. For Track Racing (e.g. Speedway, dirt track, etc), the use of methanol is permitted. In the longer term, for all activities, use fuel which is the most environmentally friendly.

For environmental purposes, articles regarding fuel storage in the relevant rules must be respected. For details, refer to the GCR Book(s).

For FIM, National championships and prize events, fuel tests are carried out according to the procedure laid out in the Technical Rules and GCR book.

For more details on samples and testing refer to the GCR's.

## PROTECTION OF GROUND

- Measures must be taken to prevent leaks of fuel, oil, cleaning, degreasing, cooling and brake fluids, etc. into the ground; or vapour into the air
- Container/facilities to recover rubbish, oils, detergents, etc. must be provided;
- For all off-road disciplines, the use of an environmental mat, or other effective device, is required to be used where servicing of machines is permitted by the organiser, amongst others in the paddock and repair areas
- Provision must be made for the treatment of spillage and the disposal of contaminated material by the organisers
- Waste water from vehicles must not be emptied onto the ground at circuits or on public roads. Waste water may only be disposed of at the circuit if the organiser has provided a proper facility to this effect.
- Leave no long-term evidence of the past presence of any activity.

## ENVIRONMENTAL MAT

The Environmental Mat is compulsory for all off road disciplines. It must be composed of an absorbent part and an impermeable part. The minimum technical data for the mat are:

Dimensions:	Minimum 160cm x 100cm
Absorbtion capacity:	Minimum 1 litre
Thickness:	Minimum 5 to 7 millimetres



## CLEANING OF MOTORCYCLES

It should be noted that typically, motorcycles are brought to events clean and returned to urban areas before being cleaned. Generally no washing of motorcycles occurs during a typical event. In instances where there is a requirement:

- Cleaning of motorcycles, where permitted by the regulations, must be carried out at places with cleaning facilities;
- Only water, without the addition of chemical products, is permitted and;
- See GCR handbook for the requirements for cleaning facilities.

## ACTION TO BE TAKEN BY RIDER/PARTICIPANTS

- Each rider is responsible for the waste generated by his/her team during an 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 organisers can be used
- Where refuelling or servicing of a motorcycle is being undertaken at off road events, riders/participants must provide and use an environmental mat to protect the ground. These mats must be removed by the riders/competitors after use
- Any infringement by the participant or rider (who is responsible for his/her team) of the MA Environmental code can result in a fine or suspension from the event, and may result in the participant or rider being liable for any cost or rectification
- These recommendations should be mentioned in the Supplementary Regulations

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## EVENT SITE SELECTION

Appropriate selection of sites for events is an important aspect to maintaining environmental management of flora and fauna, heritage sites and vulnerable habitats. For specific information on environmental matters refer to the relevant Government departments.

The following suggestions should be addressed prior to any proposals to conduct events on bushland/open sites:

### LAND OWNER/MANAGER

Proposals to conduct Club events must be approved by the landowner or manager. Areas where off-road activities or competitive events are not permitted include nature reserves, conservation parks and national parks, Contact your local Government department for access to these areas.

Where non-competitive or competitive activities are proposed to be conducted on privately owned land, approval must be given by the appropriate land owner/manager.

### LAND TENURE

It is the responsibility of MA and the SCB's to determine current and future land ownership/management of areas where activities are proposed. This is achieved through cooperation with regulatory bodies, land owners and others.

### NEAR NEIGHBOURS

Events should be organised so that they have minimal environmental impact (i.e. dust and noise) to residents on adjoining properties, or unduly interfere with land use activities of residents.

### OTHER LAND USERS

All proposed activities should be designed to have manageable direct or indirect impacts on other forms of public recreation i.e. horse riding and bush walking. In general camping and picnic areas, walk paths, horse trails and scenic tracks should be avoided.

Proposed activities should not interfere with other land user activities e.g. commercial logging operations, beekeepers and mining activities.

### FLORA

- As much as possible, events will utilise existing tracks and access roads to minimise impact on vegetation and fauna and reduce soil erosion;
- Risks associated with fire, weed introduction and spread of soil/plant diseases will be minimised by thorough inspection of motorcycle condition to ensure adequate maintenance and cleaning has been undertaken

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- Adequate fire precautions will be observed in accordance with the provisions of the local Bush Fires laws. No fires will be lit unless authorised or in an area where controlled fires are permitted (i.e. camping areas).
- Areas where rare or endangered flora are known to reside will be avoided as per the conditions imposed by the relevant Government department

#### FAUNA

- Areas where rare or endangered fauna are known to reside will be avoided as per the conditions imposed Heritage Sites

#### HERITAGE

- Sites of heritage importance will be avoided as per the conditions imposed by the relevant Government department.

#### VULNERABLE HABITATS

These habitats may be defined as those that are damaged easily and take a long time to recover from such damage. Examples include wetlands or seasonally waterlogged sites, stream/river embankments, lichen supporting rock outcrops and steep slopes with erodable soils (particularly clay soils). These habitats will be avoided as much as possible and as per the conditions imposed by the relevant Government department.

#### DIEBACK

There are many plant and soil diseases that threaten the health of vegetation in our forests. Dieback or Phythophthora is one such plant disease that poses a risk to Australia's native flora. Phythophthora is a microscopic fungus that lives in the soil and is spread naturally through water movement or artificially through soil transport by motor vehicle tyres and undercarriages. To reduce the risk of spreading this disease from infected areas to those previously uninfected:

- If possible confine events to either a dieback infected or uninfected area and;
- Conduct course exploration and mapping when the risk of spreading the disease is reduced. I.e. during summer when there is negligible risk of soil transport.

#### DIEBACK HYGIENE

To help ensure the risk of spreading the plant disease Phythophthora into uninfected areas is minimised, MA in conjunction with SCB's propose to:

- Educate event organisers, club members and all officials on hygiene practices
- Require all motorcycles to be washed down prior to arrival at event location and;
- If necessary, provide wash down facilities before and after events.

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## RECOMMENDATIONS TO ENCOURAGE ENVIRONMENTAL BEHAVIOUR BY THE SPECTATORS

Visitors to a motorcycling event can play an important role in keeping the environment clean, and undamaged.

- In cooperation with relevant authorities, select the routes to and from circuits, tracks, etc, which will cause as little annoyance as possible for the surrounding areas
- Provide clear signs to venues
- Avoid too high concentrations of people in order to preserve vulnerable places;
- Provide sufficient sanitary facilities
- Inform the spectators about responsible behaviour on the site and;
- Provide and maintain sufficient waste collection facilities.

## RECOMMENDATIONS TO ORGANISERS

### ENVIRONMENTAL PROVISIONS

- Make arrangements to prevent pollution of the ground in the riders paddock
- Look after the protection of verges along the access roads, parking, fence off (tape) vulnerable areas
- The facilities for practice, racing and tourist/visitor gatherings and the surroundings must be protected as much as possible from pollution and annoyance
- Having regard to the expected number of spectators, provide and maintain sufficient and clean sanitation, with proper provisions for waste and water, for both men and women

### MEASURES MUST BE TAKEN TO PREVENT

- Leakage of fuel, oil, cleaning, degreasing, cooling and brake fluids, etc. into the ground or vapour into the air;
- Waste from participants, their teams, spectators and selling points not being collected in waste-bins or containers and being left on the ground at the site
- Sanitary facilities being connected improperly to the sewerage
- Waste collected and removed in an illegal way



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- MA sound levels for motorcycles during practice or event being exceeded
- Inordinate sound levels at recreational gatherings
- The composition of fuel and/or emissions not according to the relevant regulations and
- The maximum number of events and/or practicing time being exceeded

### LOGBOOK / CHECK-LIST

It is important for every event and activity organiser to maintain a "logbook" in which is written all activities and measures that have been taken, what meetings have taken place and with whom, what permissions have been sought and those that have been granted relative to the use and maintenance of the area or facilities for off-road motorcycle sport or other event. If permission is only given for use of the facilities for a certain period of time, the exact time when it is in use must also be noted.

Together with the logbook it is useful to use a checklist for the management of the facilities, to stimulate environment-minded behaviour. Appendices B and C contains a checklist to facilitate proper conduct of events.

MA also has a provision for conducting post event environmental reporting. Appendix C contains a report form to assess compliance with the requirements of this code.

### PUBLICITY/ADVERTISING

- Do not attach posters to trees, in country areas and/or protected urban-sites nor in places and areas which are not appropriate;
- Place billboards only after having obtained permission from the owner of the property;
- Take government regulations into account when placing billboards and;
- If distribution of leaflets/pamphlets is to be undertaken ensure adequate provision is made for litter collection.

### RIDERS' PADDOCK / RESTRICTED AREAS

It should be noted that typically, it is the rider's responsibility to remove all wastes. It is the role of the event organizer and Environment official to ensure this is carried out. In instances where there is an additional requirement:

- Present every participant on arrival with a rubbish bag and instructions;
- Encourage all participants to take rubbish away from the site and dispose of responsibly.



- Provide and maintain sufficient toilet facilities, with proper provisions for waste and water, for both men and women.

#### AFTER THE EVENT

- Signposts, billboards and posters must be removed after the event;
- Waste left behind on the site and the surroundings must be cleaned up and removed as soon as possible;
- Clear away and dispose of any broken branches or shrubs;
- Clear away tapes around the track;
- Level off the track and roads if necessary;
- Following every event and at regular intervals, make an evaluation of the impact of the event on the environment; make a report of it in the logbook and make recommendations to correct any shortcomings and errors. (See Appendix C)
- Any infringement by the organiser (or members of the organisational team) of the MA Environmental Code can result in a fine or suspension of approval to organise MA events at a venue. The organiser will also be liable for any costs of rectification.

#### LAND OWNER /MANAGER AND REGULATORY BODY LIAISON PROCEDURES

- Immediately notify MA, SCB, landowner/manager if there is damage to public property or serious accidents resulting from Club events and;
- Immediately notify local environmental agency if there are any accidental entries into Disease Risk Areas.

#### *enjoy the ride*

ABN 83 057 830 083

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## GUIDELINES FOR ROAD USERS

- Individual motorcyclists should develop riding habits to ensure full integration with other types of land users;
- Noise annoys. Use a standard or another quiet exhaust system and keep audio systems at a low level;
- Ride professionally and respect the natural habitat by not travelling on routes which risk being damaged beyond a point of natural recovery.
- Remember that our cities and roads are not race tracks.
- Take responsibility for ensuring that your oils, tyres, batteries, and other recyclable items are properly recycled.

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## MA ENVIRONMENTAL AWARD

In order to encourage a greater awareness of environmental concerns MA has created an Environmental Award to reward a significant contribution to environmental protection.

This Award may be given each year according to the following rules:

- This distinction is granted to reward riders, event organisers, club members or other persons or organisations that have made a significant contribution or done something important to enhance environmental awareness in the field of motorcycle sport/recreation in Australia
- Candidates for the Environmental Award will be submitted to the MA Risk Manager by 1st October at the latest, by any SCB or Club. All Candidates then will be sent to the Environmental Committee for further examination and short listing.
- The Environmental Committee prior to submitting them to the MA Board will examine the candidates. The successful recipient will then be selected and notified of the award.

The Environmental Steward would normally be the principal source of nominations for this award. In the course of carrying out their responsibilities at events they should be vigilant in looking for examples of quality activities, innovative management of environmental challenges, and groups or individuals doing an exemplary job. These nominations should be submitted, along with a description of the occurrence qualifying for the Award, to MA Risk Manager with the event checklist.

### *enjoy the ride*

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## Appendix A: Summary of potential environmental impacts and best practice environmental management for Motorcycle events and activities

### ENVIRONMENTAL RISK CONTROLS (ERC's)

Potential Environmental Impact	Best Practice Environmental Management
<p><i>Water Quality:</i> Microbiological (i.e. human contact, waste); Physical (i.e. turbidity) and; Chemical</p>	<p>Adhere to conditions outlined by priority classes for the protection of water resources Environmental Steward to monitor and ensure the best practice environmental management of events. Ongoing monitoring of water quality in areas where events take place where required.</p>
<p><i>Spread of plant and soil diseases</i> (i.e. Phythopthora-Dieback)</p>	<p>Conduct activities and Enduro course exploration and mapping when risk of spreading the fungus is minimised (i.e. summer/dry soil). Clean vehicle tyres and undercarriages if there is a notified risk of disease spread. Education of event organisers, Club members, and all officials regarding dieback hygiene.</p>
<p><i>Introduction and spread of noxious and exotic plants</i></p>	<p>Hose down tyres and undercarriages of motorcycles before and after each event or if entering forest after leaving an area where there are known weeds. Stick to established tracks or routes as much as possible.</p>
<p><i>Habitat destruction</i> (for example): New tracks; Soil erosion to river beds and banks and existing tracks and; Fire risk</p>	<p>Stick to established tracks as much as possible. Maintain condition of motorcycles (i.e. no oil leaks, reduce risk of sparks). Rehabilitation of tracks upon event completion</p>
<p><i>Disruption to flora and fauna</i> (for example): Noise; Pollution (i.e. fuel, oil, from spectators, waste) and Fauna fatality through collisions</p>	<p>Ensure headlights are adjusted to point along the track, not off to the side into the bush. Consider other land users when designing event course. Adhere to guidelines regarding noise, pollution and vehicle cleaning practices.</p>
<p><i>Disruption to other land users</i> (for example): Noise; Pollution; Competition for site location and; Destruction of tracks eg walk trails</p>	<p>Avoid areas / times where events are likely to have unreasonable impact on other recreational activities i.e. camping and picnic areas, horse and bush walking trails Ensure Club members and spectators maintain a high standard of professionalism, courtesy and responsibility.</p>
<p><i>Contaminated Materials</i></p>	<p>Provide Participants and riders with appropriate rubbish and waste bins. Ensure all participants place contaminated rags, oils, and other chemical and fuels in appropriate bins provided.</p>
<p><i>Site visual and Physical impacts(including ground contamination)</i></p>	<p>Provide disposal bins for officials and in appropriate places for spectators and participants. Use Officials briefing to communicate the requirement for a tidy site. Also stress if they see rubbish to dispose of it. Inspect the site as per Environmental checklist and direct persons to clean up as required. An environmental mat is compulsory for all off road activities and should be used accordingly</p>

## **Environmental Management Plan**

An Environmental Management Plan (EMP) in conjunction with the Environment Code is designed to provide guidance for MA, SCB employees, Officials, participants, subcontractors to manage potential and/or actual environmental impacts of day to day club operations to one off events and to provide opportunities to plan for continuous environmental improvement.

The EMP is required to include consideration of the environmental issues listed below:

- Air emissions
- Water use
- Chemical use
- Energy use
- Pollution of stormwater
- Solid waste
- Flora and fauna

The following Templates need to be completed prior to and during an event. This is to ensure suitable environmental management processes are monitored, maintained and modified if required throughout the event or activity. Clubs, SCB's or organisers may be required by the relevant Government Department as well. Refer to your relevant regulatory body for further information.

- ROAD RACING
- MOTOCROSS/SUPERCROSS
- SUPERMOTO
- TRIAL
- SPEEDWAY
- ENDURO (has a specific template)

**APPENDIX B: ENVIRONMENTAL CHECKLIST**

**ENVIRONMENTAL CHECKLIST FOR:** ROAD RACING, MOTO/SUPERCROSS, TRIAL, SUPERMOTO, SPEEDWAY  
(PLEASE CIRCLE)

<b>Facilities in the Paddock for riders and their teams</b>	<b>Good</b>	<b>Sufficient but to be improved</b>	<b>Insufficient</b>	<b>Not required</b>
Facilities for oil/fuel collection				
Condition of the ground				
Facilities for washing of motorcycles				
Facilities for rubbish collection				
Availability of toilets / showers				
Availability of drinking water				
Positing of PA system				

<b>Maintenance</b>	<b>Good</b>	<b>Sufficient but to be improved</b>	<b>Insufficient</b>	<b>Not required</b>
Arrangments for rubbish collection				
Arrangments for waste water disposal				
Condition of toilets / showers				
Fuel storage				
Measures to cover fluid/fuelspillages				

<b>Refueling (Time Checks)</b>	<b>Good</b>	<b>Sufficient but to be improved</b>	<b>Insufficient</b>	<b>Not required</b>
Organisation of area				
Safety / Fire Extinguishers				
Measures to cover fluid / fuel spillages				

<b>Information to Participants on measures to be taken with regard to the environment</b>	<b>Good</b>	<b>Sufficient but to be improved</b>	<b>Insufficient</b>	<b>Not required</b>

<b>Overall impressions</b>	<b>Good</b>	<b>Sufficient but to be improved</b>	<b>Insufficient</b>	<b>Not required</b>

<b>Facilities for the public</b>	<b>Good</b>	<b>Sufficient but to be improved</b>	<b>Insufficient</b>	<b>Not required</b>
Access signposting				
<b>Parking</b>				
Availability of space				
Management				

**Camping**

Availability of space				
Management of space				
Availability of toilets and showers				
Availability of drinking water				
Facilities for rubbish collection				
<b>Spectator areas</b>	<b>Good</b>	<b>Sufficient but to be improved</b>	<b>Insufficient</b>	<b>Not required</b>
Disribution of food and drinks				
Condition of refreshment area				
Distribution of waste bags				
Distribution of leaflets				
Facilities for rubbish collection				
Number / availability of toilets				
PA system direction				

**Comment:**

**Information to Public on measures to be taken with regard to environment**

<b>Overall impressions</b>	<b>Good</b>	<b>Sufficient but to be improved</b>	<b>Insufficient</b>	<b>Not required</b>

**Is logbook available?**

YES	NO
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**Comment:**

**Other Environmental Bodies present**

Public authorities (specify)

YES NO

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Organisers (specify)

YES NO

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Others (specify)

YES NO

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If reply is "Insufficient " or " Unacceptable", please state reasons

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Recommendations for the future.

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**Completed by**

**Date**

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**APPENDIX C: ENDURO/OFF ROAD CHECKLIST FOR PROTECTED CROWN LAND OR OTHER LAND**

<b>EVENT NAME</b>			MA Permit No.		
<b>CONTACT PERSON</b>					
NAME					
ADDRESS				P/CODE	
PHONE		(H)		(W)	
FAX/E-MAIL					
CONTACT PERSON EPA or equivalent				PHONE	
CONTACT PERSON Government Department relevant to your Event/State/Territory				PHONE	
<i>Proposed dates of events</i>		<i>Time From</i>		<i>Time To</i>	
<b>Estimated number of motorcycles in event</b>		<b>Course Distance Km</b>			
<b>Estimated numbers in support crews</b>					
<b>Support Crew Locations</b>					
<i>Estimated numbers of officials</i>					
<i>Estimated numbers of spectators</i>					
<b>Crown land and Catchment Areas of the Event (provide suitable maps).</b>					
<b>Crown land involved</b>					
<b>Water Authority involved</b>					
<b>Government Department involved</b>					
<b>Environmental Issues</b>					
<b>Identification</b>		<b>Management</b>			
<ul style="list-style-type: none"> <li>▪ <b>Potential chemical contamination</b> (eg fuel/oil spills) <input type="checkbox"/> YES</li> </ul>		Servicing and refuelling areas are restricted			
<ul style="list-style-type: none"> <li>▪ <b>Potential physical contamination</b> (eg erosion causing turbidity) <input type="checkbox"/> YES</li> </ul>					
<ul style="list-style-type: none"> <li>▪ <b>Potential microbiological contamination</b> (eg human waste, rubbish) <input type="checkbox"/> YES</li> </ul>		Toilets <input type="checkbox"/>			
		Rubbish disposal <input type="checkbox"/>			
		Spectator areas <input type="checkbox"/>			
		Parking <input type="checkbox"/> _			
		Other <input type="checkbox"/>			
<b>Management Controls for The Protection Of Public Drinking Water Source Areas Controlled Crown Land</b>					

- Dieback and sensitive Flora areas will be avoided
- Large rock outcrops will be avoided
- Very low and swampy areas will be avoided
- Creeks will be crossed on made crossings or where the bottom is firm and the approach and exit will not deteriorate
- Steep slopes will be traversed and run off directed to minimise erosion
- Events will not be run during high fire danger periods, fire extinguishers will be available at all control points
- Areas sensitive to erosion, low lying areas susceptible to water logging and areas at close proximity to major stream zones and the high water mark of the reservoir should be avoided
- Creeks should be crossed on man made crossings (should not enter into stream zone)
- No major servicing should take place in PDWSAs. Minor servicing and refueling should be undertaken over a containable area (ie tarps)
- Toilets should be at least 200 m from any stream zone.
- An audit before and after the event is required in liaison with Government Official (refer to post-audit summary sheet). All road maintenance and areas of concern highlighted in the audit must be completed within 2 months of the event.

Other Issues		
Identification		Management / Comments
▪ Possible conflict with other landowners	<input type="checkbox"/> YES	
▪ Possible conflict with other recreational pursuits	<input type="checkbox"/> YES	
▪ Possible conflict with other operations (ie pine management, water supply works)	<input type="checkbox"/> YES	
▪ Any other issues specifically related to particular event (eg media control, TV access points, practice routes)	<input type="checkbox"/> YES	
▪ Cultural Issues (Refer to local CALM office)	<input type="checkbox"/> YES	
▪ Review of previous event undertaken?	<input type="checkbox"/> YES	

**PUBLIC INSURANCE**

Name of insurer

Policy Number

Amount of Coverage

Expiry Date

A copy of the details of the Motorcycling Australia Insurance Policy to be submitted to the three agencies by March each year.

Post Event Audit		
Identification		Comments
▪ Conflict with other landowners addressed?	<input type="checkbox"/> YES	
▪ Conflict with other recreational pursuits addressed?	<input type="checkbox"/> YES	
▪ Conflict with other operations addressed?	<input type="checkbox"/> YES	
▪ Environmental issues addressed?	<input type="checkbox"/> YES	
▪ Cultural Issues	<input type="checkbox"/> YES	
▪ Any other issues	<input type="checkbox"/> YES	