
DASU Environmental Policy

Motorsport and the environment - these are not contradictions. On the contrary: Like all human activities, motorsport interacts closely with the environment and therefore requires forward-looking and responsible actions. At the same time, there is no doubt that motorsport's combination of competition, technique and organizational expertise gives us a unique position in this field. In motorsport, the path from an idea to technical implementation is very short and in that respect the sport is an ideal partner when innovative and sustainable solutions in the automotive industry are to be tested in real life.

Danish Automobile Sports Federation (DASU) are responsible for providing a clear framework for organising our sport as socially acceptable and environmentally friendly as possible. The environmental policy is determined by the board of DASU. The board has set up an environmental committee consisting of three experts handling the efforts of the federation in the environmental field. Environmental protection measures in Danish motorsport are based on current knowledge and follow the authorities' guidelines and recommendations (e.g. EU regulations, environmental legislation and regulations).

As national authority appointed by Fédération Internationale de l'Automobile (FIA) and member of the National Olympic Committee and Sports Confederation of Denmark (NOCSCD) we are in many cases eligible for consultation when new legislation is drafted. This allows DASU to act proactively, if so required.

Complying with regulations regarding noise and pollution during training and competitions has for many years been a prerequisite for using the racetracks associated with DASU. The NOCSCD has experts employed to help DASU and other national federations monitor legal and regulatory requirements.

The environmental code of DASU is a comprehensive set of guidelines that establish environmental principles for Danish motorsport. The guidelines apply to all motorsports that are run under the auspices of DASU and they set the framework for how our sporting events are run with the least possible impact on the surrounding environment. DASU's environmental code is also the common basis for specific rules within the individual motorsport disciplines and guidelines and strategies on DASU's initiatives on climate and sustainability.

DASU Environmental Code

Introduction

This Environmental Code contains the federation's objectives for the environmental area. DASU's sporting committees incorporate the environmental code in their regulations on a regular basis, serving as instructions for the clubs, for those responsible and for the

participants, thereby ensuring that the practice of the individual sports takes place in accordance with the objectives of the environmental policy.

1. Environmental policy

1.1.

DASU will comply with all regulations regarding environmental issues prescribed by public authorities.

1.2.

DASU will comply with the FIA's rules regarding the environmental design of cars.

1.3.

DASU will ensure the development of motorsport with considerate use of nature through its national connections.

1.4.

DASU will prepare and implement realistic and environmentally friendly guidelines for controlling the environmental impact of motor vehicles, e.g. through its international relations

1.5.

DASU will inform club managers, officials, drivers and spectators about correct environmental behaviour in connection with motorsport activities, e.g. through training offers.

1.6.

The environmental policy will be integrated into all relevant strategies, policies and day-to-day operations.

2. Environmental objectives

DASU will work for the following environmental goals:

2.1.

Follow the Danish Environmental Protection Agency's guidelines.

2.2.

Minimize greenhouse gas emissions.

2.3.

Check the noise level and ensure that the measurement methods used comply with the requirements for the environmental permits.

2.4.

Minimize soil and environment pollution.

2.5.

Minimize dust on permanent track installations.

2.6.

Treat waste properly.

2.7.

Use the most environmentally friendly commonly available fuels, lubricants and coolants (lowest possible emission of waste products to the environment (odor)).

2.8.

We will use the permanent racetracks to increase biodiversity in Denmark.

We do this by participating in and developing projects with innovative local partners (green organizations and companies) at our motorsport facilities.

We will develop concepts for how the track facilities can be used and contribute to increased biodiversity.

2.9.

In connection with the regular track inspections of tracks with an environmental permit, the sporting committees ensure that the provisions of the environmental permit regarding the design of the track facility, etc. is complied with as a minimum.

In addition, checks are carried out on the handling of the tracks and the disposal of, for example, fuel, oil, lubricants, liquids, batteries and end-of-life vehicle parts, incl. tires.

2.10.

In the event of accidents on both permanent and temporary tracks, the accident site must be checked and cleaned.

3. Environmental requirements and action plan

The environmental policy and the environmental objective contain the following tasks:

3.1. Noise level control

The focus is on the noise level that can be detected by the nearest neighbour. This noise consists of the background noise and the noise that results from the activities related to motorsports.

For permanent tracks, the main noise sources are:

1. Motor vehicles.
2. Speakers.
3. Track preparation equipment.
4. Audience.
5. Traffic to and from the track.

3.1.1. Track design / Track surface location

3.1.1.1.

Fixed track design / location of the track surface.

When designing a track and when placing the track body, the following must be considered as much as possible:

- a. Tracks where high engine performance is expected to be used must be located in such a way that the exhaust of the vehicles is directed away from the nearest habitations to the greatest possible extent.
- b. Walls and other shielding can have significant damping effects if placed close to the track.
- c. Vegetation has a low damping effect. Nevertheless, it can be recommended to plant around motorsport facilities, as noise sources appear less intrusive if they cannot be seen.
- d. It is recommended that the paddock is shielded with dirt walls or walls. Furthermore, efforts must be made to arrange the paddock in such a way that the vehicle's emissions are directed away from the nearest neighbours.
- e. The track owner must seriously consider the possibility of arranging a special area for cleaning motor vehicles. Such a washing area must be diverted to a device that can separate oil. If such a washing area is present, all cleaning of motor vehicles must be carried out in this area.

3.1.1.2. Temporary track design / track surface location

The sports that use temporary track facilities continuously formulate recommendations for the design of the tracks, resp. set-up and execution of tests, where the intentions in the point regarding fixed lanes are incorporated. It is thus the intention that these provisions ensure that the sport in question can continue to be practiced without unnecessarily burdening the surroundings.

3.1.2. Noise from motor vehicles

DASU ensures that noise measurements are carried out during practise and competition through the regulations laid down at any given time. Noise testing is carried out in accordance with the regulations for the sport in question.

A motor vehicle that does not pass a noise test, whether this noise test is voluntary or compulsory, cannot not be used on the circuit until it has been approved by a new noise test.

It must be stated in the respective sporting regulations that a vehicle that undoubtedly has damages to the noise reduction system cannot continue practise or participation in heats until a possible damage has been repaired and the vehicle has passed a noise test.

Engine warm up should be done with the exhaust of the motor vehicle directed in the most environmentally friendly direction (probably directed away from the nearest housings). All unnecessary engine operation must be avoided.

3.1.3. Sound from speakers

Efforts should be made to install up-to-date speakers in such a way as to minimize the noise from this sound source.

On asphalt tracks, the speakers are most conveniently placed by mounting them on the barrier facing the audience.

On off-road tracks, the aim is for speakers to face the centre of the track. If the surface is soft, i.e. grass, soil or sand, the speakers can be placed high. In such cases, mount all speakers so that they point at least 5 degrees to the ground.

3.1.4. Noise from track preparation equipment

All machines and vehicles used for the preparation and maintenance of the track must comply with the provisions of the Traffic Act regarding noise reduction.

3.1.5. Noise from traffic to and from the track

The organizers must provide careful signage to the course, and to the course facilities. The traffic of the public on the access roads is regulated by the required low speed.

3.2. Reduction of other pollution

3.2.1. Leaking motor vehicles

Motor vehicles that are demonstrably leaking oil, refrigerant or fuel must be excluded from participation in practise and competition.

3.2.2. Treatment of oil, refrigerant and fuel

Replacement and refilling of oil, coolant or fuel must be done with a collection tray under the vehicle.

Any chain lubrication must also be carried out over a collecting tray so that oil does not spread on the substrate.

3.2.3. Use of detergents

When cleaning, use only clean water without any additives.

3.2.4. Track maintenance equipment

Track maintenance equipment can not leak oil, coolant or fuel.

In case of doubt, the material must be parked over a collection tray of suitable size so that the surface is not contaminated.

When replacing or refilling oil, coolant or fuel, place the collection tray under the machine.

3.2.5. Receipt of recycled materials

Upon receipt of recycled materials for use in the construction of fixed tracks, it must be ensured that an environmental certificate has been prepared for all materials.

If the supplier is unable to submit such a certificate, the materials may not be unloaded at the track facility.

3.2.6. Sewage

Wastewater must be diverted from the track facility in accordance with local community regulations.

3.3. Fighting dust

On permanent tracks, dust must be controlled with water in the following areas:

- Track surface.
- Roads and open spaces in the paddock.
- Spectator areas.
- Access roads

The water is provided in accordance with local community regulations. At temporary facilities, the settlement is organized so that dust nuisance is reduced as much as possible. If an arrangement of a longer duration is carried out on a temporary installation, dust is combated as specified for fixed installations.

3.4. Waste treatment

The following materials are collected in suitable and provided containers and disposed of in accordance with local regulations:

- Waste oil
- Discarded fuel
- Discarded refrigerants
- Oil filters, coolant filters and “oil cloths”
- Glass
- Rubber
- Plastic
- Other waste

The organizers must strive for any sales stalls to deliver the goods in reusable or easily degradable packaging. The organizers must ensure that the area is left in a tidy condition.

3.5. Fuels, coolants and lubricants

Our aim is to replace the use of fossil fuels with carbon-neutral alternatives or electricity. Fuel additives may be used in accordance with DASU regulations.

It is generally recommended that the most environmentally friendly fuel, coolant and lubricant be used in all activities, as the means applicable to ordinary traffic are permitted for historical motorsport.

DASU's and FIA's sports regulations describe which fuels may be used in the individual disciplines.

The regulations describe how fuel tests are to be performed.

Fuel additives can only be used in compliance with DASU regulation.

3.6. Cleaning in case of accidents

In the event of an accident, the organizer must investigate the accident site as soon as possible and ensure that any contaminated material is collected. If a motor vehicle overturns, the accident site should be inspected at the request of the responsible marshal.

3.7. Environmental guidelines

In connection with the fixed track inspections, the track's environmental permit is reviewed. It is ensured here that all provisions in the environmental permit can be complied with as

the individual track is currently designed. Permission cannot be granted to use tracks where the provisions of the environmental permit have not been complied with.

At the time for the track inspection, an environmental guide is prepared for use by the daily track manager. The instructions must state which requirements must be complied with on a daily basis according to the track's environmental permit. The guide must contain a line drawing showing the location of containers for the collection of various waste substances in accordance with section 3.4 of this plan. The drawing must also show service areas and parking spaces for the track's maintenance equipment. The guidelines must state how the collected waste can be disposed of in accordance with the local community's regulations.

In connection with temporary tracks, the sporting committee in question shall establish an environmental plan that applies to temporary tracks, the content of which corresponds to the intentions of the fixed tracks.

3.8 Total environmental impact

DASU and DASU's clubs measure emissions of greenhouse gases from activities in connection with motor racing and the club's other activities. The aim is to lower the emission of greenhouse gases and the total environmental impact.

DASU wishes to develop a simple model that can be used at all races and clubs.

3.9. Teaching correct environmental behaviour

This training can take place at themed club evenings in individual clubs, in connection with official courses at all levels, as well as at the courses the individual clubs hold for future active riders. Instructors can be the established corps of official license instructors and / or the members of the DASU Environment Committee.

4. Environmental control

4.1. Daily environmental control

The daily checks are carried out on both fixed and temporary courts by the club responsible for the sporting activity in question.

The person in charge must have the track's environmental guidance (section 3.7) at his disposal, and he or she constantly monitors compliance with the environmental regulations applicable to the runway facility.

The person responsible for the daily training must fill in control forms to the extent required in the track's environmental approval.

5. DASU's administration

5.1. The administration / secretariat

DASU's secretariat must support the implementation of the Environmental Policy and limit environmental impact in the operation of the federation. The secretariat will proactively contribute to sustainable development through continuous improvements in the administration with a focus on achieving the goals for reduction of greenhouse gas emissions.

5.2. Greenhouse gas emissions

The greenhouse gas emissions baseline of the secretariat of DASU has been established (defined as 2019) using the Carbon Calculation Tool by Global Climate Initiatives.

5.2.1. Environmental targets

The targets below regarding the secretariat of DASU are agreed with and financially supported by the National Olympic Committee and Sports Confederation of Denmark:

Reduction of greenhouse gas emissions by end of 2023: 15%

Reduction of greenhouse gas emissions by end of 2024: 20%

Reduction of greenhouse gas emissions by end of 2025: 25%

In 2022 DASU became a UNFCCC Sports for Climate Action signatory.

As a signatory we have committed ourselves to a 50% reduction in greenhouse gas emissions by 2030 and achieve net zero emissions by 2040 at the latest.

The targets are subject to a semi-annual evaluation by the board of directors and the Secretary General of DASU, the sustainability officer of DASU and the National Olympic Committee and Sports Confederation of Denmark.

5.2.2. Monitoring of carbon emissions

Being a UNFCCC Sports for Climate Action signatory, we have committed ourselves to an annual reporting of our greenhouse gas emissions.

DASU will continue to use the Carbon Calculation Tool by Global Climate Initiatives to make sure the targets are met.

The sustainability officer is responsible for the measuring and monitoring of environmental performance.

5.3. Meetings

The proportion of physical meetings must be reduced.

5.4. Transport

Carpooling and the use of public transportation and environmentally friendly means of transportation is encouraged when commuting and to and from meetings.

Distance and means of transportation when commuting and to and from meetings is registered.

When arranging physical meetings and / or participating in events, carpooling must be arranged as far as possible to reduce the environmental impact.

Employees are encouraged to drive more economically and use the FIA SDC app when possible.

Emissions from air travel is offset by choosing climate compensation when tickets are bought.

Offsetting of remaining emissions is considered.

5.5. Energy use

Employees are encouraged to turn off light when possible.

Computers and computer screens must be turned off by the socket to prevent unnecessary use of stand by-power.

Heating should be lowered or turned off when windows are open.

5.6. Water consumption

Tap water is used for drinking and for making coffee and tea instead of bottled water.

All toilets are equipped with dual flush systems. Employees are encouraged to use the most appropriate way of flushing.

Water taps has photocells to avoid excessive and unnecessary use of drinking water.

5.7. Waste management

Waste is collected, sorted, and recycled for the following fractions:

Plastic, cartons and containers for food and drinks, paper, cardboard, glass and porcelain, batteries, electronics (incl. printer cartridges), cables and wiring, furniture, lightbulbs, and fluorescent tubes.

The amount of plastic waste generated by DASU is weighed for us to track the progress towards minimizing plastic waste.

Employees are encouraged to print as little as possible and to print on both sides of the paper.

5.8. Procurement and materials

Employees are encouraged to always procure the most sustainable option and to seek advice from the sustainability officer when choosing between options.

Official clothing for employees and ASN-officials is made using recycled polyester and organic cotton. We will continually seek to procure the most sustainable options available. When depleted toner cartridges (own printer) will be replaced by ones made from recycled material.

Electronic drivers' licenses are free of extra charge. Drivers are charged a fee when requesting a physical license printed on a plastic card.

6. Environmental certification

In 2020 Dansk Automobil Sports Union was denominated Green National Sports Federation by the National Olympic Committee and Sports Confederation of Denmark.

Dansk Automobil Sports Union is a signatory of the UNFCCC Sports for Climate Action Framework.

In 2023 DASU obtained the highest environmental certification from the FIA, "three-star environmental accreditation".

7. Evaluation

This Environmental Policy is reviewed in the first and the third quarter of each year it is in effect.

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