



Guernsey Rally LBG — Environmental Policy

Version: 1.2

Approved by: Board of Guernsey Rally LBG

Effective date: *December 2025*

Next review: *December 2026*

Purpose and commitment

Guernsey Rally LBG is committed to delivering the Rallies in Guernsey in a way that avoids and reduces environmental impacts and compensates residual emissions transparently, supporting a sustainable future for rallying in the Bailiwick. This policy mirrors Motorsport UK's approach (measure → reduce → offset; annual review; transparency) and is implemented through an appropriate framework.

We adopt the principles defined by Motorsport UK's Sustainable Rally Charter and will demonstrate compliance through our framework, event documentation, and post event- reporting.

Scope

This policy applies to all Guernsey Rally LBG activities associated with Rallies it organises, including planning, permitting, recce, competition stages, service areas, Rally HQ, spectator areas, logistics and procurement, communications, and post event- reinstatement.

Legal and regulatory alignment

- Motorsport UK National Competition Rules (NCR) and discipline specific appendices will be observed and cross-referenced- in the event's Supplementary Regulations and Safety/Operations files, including provisions relating to Environmental Scrutineers and sound control.
- We will comply with relevant Bailiwick legislation, permits, licences and landowner/authority conditions (e.g., road closures, environmental protections, waste handling).
- We will integrate FIA Environmental Accreditation guidance via Motorsport UK's Sustainability Accreditation pathway and Learning Hub training.

Governance and responsibilities

- Board: approves this policy; receives pre and post- event environmental reports and -oversees annual review.
- Environmental Officer/Champion: responsible for framework delivery; event environmental planning; Carbon Calculator baseline & post event actuals; offset due -diligence; stakeholder engagement; reporting; improvement actions.
- Clerk of the Course & Safety Team: embeds environmental controls in routes, servicing plans, time schedules, risk assessments, and marshal/official instructions; ensures NCR compliance.
- Environmental Scrutineer(s): on event checks (waste segregation, fluids/Spill- Kits, anti-idling, sound controls, biodiversity protections), records and corrective actions.
- Communications Lead: spectator travel plan, mode shift messaging, posters and on-site signage aligned with Motorsport UK resources.
- Procurement Lead: sustainable purchasing and contractor compliance below.





Planning framework

We operate a proportionate framework for a closed road stage rally and aligned to the FIA Environmental Accreditation via Motorsport UK's Sustainability Accreditation scheme.

The framework includes: policy, roles, training, risk & opportunity assessment, objectives and targets, controlled documents, operational controls, measurement & reporting, and continual improvement.

Measurement — carbon and impacts

We will calculate the rally's carbon footprint using Motorsport UK's Carbon Calculator and report by Motorsport UK's five emission "buckets":

1. Competition (on-stage fuel use)
2. Team logistics (competitor/service movements)
3. Marshals & volunteers (travel; equipment)
4. Spectators (travel to/from the event)
5. Venue & operations (HQ/service park power & waste)

Data collection will be built into entry/sign on and public communications (competitor fuel/travel, marshal travel, spectator travel registration, vendor power- and waste). We will prioritise actuals over estimates post-event.

Reduction hierarchy (avoid → reduce)

We will implement practical, discipline appropriate reductions- before considering offsetting, including:

Competition & logistics

- Route design and servicing plans that minimise non-competitive mileage and unnecessary movements.
- Digital documentation (road book, bulletins, notices) to reduce paper.
- Explore sustainable fuels pilots (where safely permissible and supply permits) and communicate accepted fuel options.

Marshals & officials

- Cluster postings; promote carshare and shared transport; remote briefings where feasible-.

Spectators

- Spectator Travel Plan, shuttle services, clear walking routes, cycle parking, and mode-shift messaging; proactive registration to quantify and manage travel flows.

Venue & operations

- Anti-idling rules; efficient/low- emission- generator use (HVO where available); LED lighting; water refill points; robust waste segregation (dry mixed recycling; oils/tyres via approved handlers); Spill Kits- at service locations.
- Biodiversity/heritage protections: sensitive habitat mapping, barrier/fencing, reinstatement plan, and sound control per Motorsport UK forms.





Sustainable procurement & contractor standards

All suppliers and contractors must:

- Minimise transport and packaging; use durable/reusable serveware; provide end-of-life solutions for materials.
- Comply with anti-idling, generator efficiency, and waste stream requirements.
- Provide environmental credentials upon request.
- We will prefer suppliers with verified sustainability practices, consistent with Motorsport UK club examples (e.g., policies embedded in event regs and procurement).

Offsetting (compensate residuals)

We will offset only residual emissions remaining after documented avoidance and reductions. Provider selection will follow Motorsport UK's due diligence questions (quality, verification, permanence, transparency, co-benefits), with a preference for high quality, verified projects (e.g., Woodland Carbon Code) and clear certificates.

Where appropriate to the rally context, we may consider motorsport tailored offset services that cover competitor fuel, organiser fleet, and registered spectator travel, provided they meet Motorsport UK's criteria and offer robust UK verified projects and transparent methodologies.

Supporting Local Initiatives

Working with Traffic & Highway Services and Environment & Infrastructure, we will contribute towards a project within the '[Nature Opportunities for Business](#)' administered by the Nature Commission.

Training and awareness

- Officials, marshals, and the organising team will complete the Environmental Sustainability in Motorsport module (Learning Hub) and receive event specific briefings on controls.
- Competitors and spectators will receive concise environmental briefs and onsite reminders (posters; signage; steward messaging).

Communications and transparency

We will publish on the club website and at Rally HQ:

- Event Environmental Brief (key measures; how competitors/spectators can help; travel plan).
- Pre event- baseline (estimated) and post event report (actuals; reductions; residual offsets; certificates; lessons learned; targets for next year).

Continual improvement & accreditation

We will set annual objectives; review performance; update controls; and progress toward Motorsport UK Sustainability Accreditation, aligned to the FIA Environmental Accreditation Programme.

Stakeholder engagement

We will collaborate with local stakeholders, landowners/managers and environmental groups to protect sensitive areas and ensure responsible event operations in Guernsey.





Appendix A — Reference frameworks & resources

- [Motorsport UK Environmental Policy](#) (club alignment for objectives and review).
- [Motorsport UK Environmental Sustainability hub](#) (strategy, committee, resources).
- [Motorsport UK Sustainable Rally Charter](#) (discipline requirements and targets).
- [Motorsport UK Environmental Resources](#) (Competitor/Spectator posters; Travel Survey Template).
- [Motorsport UK Carbon Calculator](#).
- [Motorsport UK Sustainable Fuels overview](#).
- [FIA Environmental Accreditation Programme](#) (framework and guidance).
- [Motorsport UK National Competition Rules](#); NCR app/resource centre; Officials & Sound Control forms.

Appendix B — Event environmental reporting structure (post event-)

1. Summary (context; total attendance; headline reductions)
2. Carbon results by bucket (competition; team logistics; marshals; spectators; venue)
3. Reduction measures (what worked; evidence; lessons)
4. Residual offsets (provider; projects; tonnes; certificates)
5. Waste & biodiversity outcomes (streams; volumes; reinstatement; incidents)
6. Targets for next year (specific, measurable; accreditation steps)

Document control

- Owner: Environmental Officer/Champion
- Distribution: Board; Clerk of the Course; Safety; Scrutineers; Officials; Suppliers (as applicable); published on club website.
- Review: Annually or after significant changes to Motorsport UK policies, NCR updates, or event operations.

Version	Date	By	Description
1.0	13/12/25	G Snell	Initial draft
1.1	14/12/25	G Snell	Updates following feedback
1.1	14/12/25		Approved
1.2	27/01/26	G Snell	Addition of MSUK Sustainability Accreditation logo

