



ENVIRONMENTAL CODE 2025



The UIM Environmental Code
has been acknowledged by RINA and allowed the UIM to be
nominated
"2011 GREEN
ASSOCIATION"

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1.GENERAL PRINCIPLES

1.1

Powerboat activities fall into three main categories: *Competition*, recreation and transport. This *Code* includes competitive activities for members running the UIM racing classes included the UIM rulebooks for offshore, circuit, pleasure navigation and aqua bike. The *Code* is a working document until fully adopted by the UIM General Assembly.

1.2

Competitive powerboat racing events are 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.

1.3

Power boating activities in general, as a means of transport or for recreation, continues to increase, and therefore must also be looked at from an environmental point of view. The UIM will do its best to transfer best practices from competitive power boating to these other areas.

1.4

The UIM considers it to be of major importance to develop a coherent environmental policy, taking into account the legislative and regulatory requirements of each country.

1.5

The UIM will seek to establish at all times the highest environmental standards during the organization of powerboat events at all levels and will promote environmental consciousness among all powerboat racers. The UIM will do so in close co-operation with the *National Authorities* and all involved stakeholders.

1.6

The UIM environment policy, as defined in this *Code*, is based on mutual respect of the needs of the environment and of reasonable practices of powerboat sports and powerboat driving in general.

1.7

The UIM seeks close co-operation with International authorities and organizations in order to ensure that there are sufficient facilities for powerboat activities in environmentally acceptable conditions and encourages its member nations to do so at national, regional and local level.

1.8

All national federations affiliated to the UIM shall do their best efforts in order to give proper prominence to environmental matters and to the principles of the UIM Environmental *Code*.

1.9

According to the above general principles, this *Code* prescribes regulations and recommendations to improve the relationship between Power boating competitions and the environment.

These regulations and recommendations refer in particular to:

- a) Climate emissions in cooperation with guidelines given from the UNEP and minimize to reach zero emissions in the future.
- b) Noise, fuel and protection of the water
- c) Behaviour of the spectators, organizers, officers and race participants in order to maintain the highest possible standards worldwide

1.10

The UIM encourage all national authorities to issue guidelines in line with the above and taking into considerations o regional and national legislations.

1.11

The non respect of a requirement of the UIM Environmental Code by an organizer or a racer or the Person responsible for his/her racing team is liable to a fine, a Disqualification from the Event or a suspension. Moreover, the Participant/Rider/pilot may be liable for the damages caused by his/her non-respect of the environmental provisions.

2.UIM ENVIRONMENTAL WORKING GROUP (EWG)

2.1 ROLE AND RESPONSIBILITIES

The Environmental Group role is to advise the UIM on what policy should be adopted in terms of environmental protection, alternative energies and support for sustainable development and, through its members, support the UIM programs and activities in this field.

- Raise awareness on environment, alternative energies and sustainable development among UIM *National* Authorities and UIM stakeholders
- Disseminate knowledge and ensure know-how transfer in the above areas
- Promote environmental responsibility in the planning and staging of UIM events
- Ensure compliance of UIM affiliated members with the *Environmental Code*
- Promote the creation of an Environmental Working Group within *National Federations*
- Organize environmental seminars and establish a high profile network of correspondents
- Prepare an annual environmental report
- Presentation of the EWG work and findings at the UIM Council and General Assembly
- Advice the national environmental working groups on how to tackle environmental issues
- Liaise with external institutions such as public authorities, environmental organizations and other sporting bodies

3.ENVIRONMENTAL STEWARD

3.1 ROLE AND RESPONSIBILITIES

At the UIM titled events there should be an official called the Environmental Steward who shall deal only with environmental aspects and who must have successfully completed a seminar organized by the UIM Environmental Working Group (hereafter EWG).

- Ensure that the UIM Environmental *Code* is respected.
- Have access to all information concerning the *Event*, and must be able to give prior, during and after the *Event*, recommendations to the OOD on all aspects of the *Event* which may have potential environmental consequences.
- Draw up in an appropriate manner a report on the basis of a check-list and send it to the UIM Secretariat. A copy should also be handed to the OOD and the UIM Environmental Delegate if present at the *Event*. In case of a first non-respect of this point, the Environmental Steward will receive a warning from the UIM or its national federation. In case of a second offence, the UIM may pronounce against the Environmental Steward a suspension of up to 12 months.
- Instruct officials during national seminars for the various disciplines, as well as for racers and organizers.
- In case of non-respect or violation of the provisions mentioned in the present *Code*, he/she must immediately first inform the OOD.

4.UIM ENVIRONMENTAL DELEGATE

The UIM Environmental Delegate is a member of and is nominated by the EWG. There is a need to find the premises for the Environmental Delegate to be able to operate. The UIM Commissioner will handle the environmental observations on title championships and include the observations in their report.

- Observe and verify the application of the Environmental *Code*.
- Inform the OOD of any violation of the Environmental *Code* in order to pronounce sanctions relative to the infraction.
- Identify areas of “good practice” and make recommendations or proposals of modifications of the Environmental *Code*.
- Perform inspections of the racecourse 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.
- Any serious failure of the Environmental Steward towards the obligations and due diligence mentioned in article 2 of the present *Code* noticed by the UIM Environmental Delegate will be examined and, in case of need, sanctioned by the EWG with withdrawal of the Environmental Steward’s license for a period of up to 12 months.

An educational program is mandatory for the UIM environmental delegates.

5.NOISE

5.1 INTRODUCTION

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

5.2 NOISE OF POWERBOATS

Sound is a measurable phenomenon created when a source, such as a powerboat 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 or even harmful to another. Powerboats 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. Powerboat 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 powerboats 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, geography, elevation, humidity and the frequency of the sound waves also contribute to the rate of energy loss. Such things as foliage, uneven ground and sea and large obstacles, such as walls, cars or embankments will reflect sound and affect sound levels in the immediate area.

The UIM recommends:

- a) To avoid all unnecessary running of engines.
- b) To reduce as much as possible the sound levels in all disciplines and ensure that all applicable regulations are strictly respected.
- c) The UIM shall always promote research on the question of sound level in relation to powerboat sports.
- d) The UIM will aim to set regulations stipulating the maximum permitted noise levels for each class. Noise levels should be set for the different classes in cooperation with the different commissions. When the limit has been set the regulations shall be monitored and sanctioned strictly.

5.3 SOUND LEVEL MEASUREMENTS

Environmental Stewards and *Event* organizers should be familiar with local ordinances governing both *Event* and powerboat sound levels. For details of specific sound levels for each discipline refer to the relevant rules. The UIM noise control method and sound levels are also recommended for national or club events.

5.4 PUBLIC ADDRESS SYSTEM

- a) Separate public-address systems for rider's paddock and the public areas/enclosures are preferable and should never produce a higher sound than the hearing damage threshold level 83 dB(A) when measured in a public area and should also not exceed 3 dB(A) above the background and sea sound levels when measured at the nearest dwelling house.
- b) Position of loud-speakers: slanted towards the ground and directed towards the centre of the course.
- c) Maintain sound level as low as possible. 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.

6.FUEL

It is recommended that regular unleaded fuel, available at the service stations, or other cleaner fuels provided by the organizers, without additives, except oil for two stroke engines, is used.

The use of alternative energies such as bio fuels, hydrogen or electricity, as long as they are not more noxious for the environment, must be encouraged for all disciplines in conformity with the relevant technical regulations. For the purposes of protecting the environment, provisions regarding fuel storage mentioned in the relevant rules must be respected.

Transition implementation – When a Class has more than 50% of the entries using EPA engines at a World Championship then the non EPA engines are phased out.

For details, refer to the technical rules of the various sporting disciplines.

7.PROTECTION OF GROUND AND WATER

- a) Measures must be taken to prevent leaks of fuel, oil, cleaning, degreasing, cooling and brake fluids, etc. into the ground and water or vapour into the air.
- b) Containers/facilities to recover rubbish, oils, chemicals, detergents, etc. must be provided.
- c) The Use of an environmental mat, (or other effective device) protecting the ground and water, is compulsory to be used where servicing of machines is permitted by the organizer, amongst others in the paddock and repair areas. Any infraction of this rule will be reported to the OOD who will fine the rider/pilot responsible a maximum of USD 1000 or any other amount mentioned in the regulation or appendix of the discipline.
- d) Provision must be made for the treatment of spillage and the disposal of contaminated material by the organizers.
- e) It is strictly forbidden to empty onto the ground and water waste fluids from vehicles or boats located in the riders' paddock and the campsite. Waste water may only be disposed of at the circuit a proper facility to this effect. Any infraction to this rule will be reported to the OOD who will fine the rider/pilot responsible a maximum of USD 500. Other sanctions may be pronounced by the OOD or the UIM Commissioner.
- f) Do not leave on the spot sustainable evidence of any Event, club or boating activity.

7.1 ENVIRONMENTAL MAT

The Environmental Mat is compulsory for all disciplines. It must be composed of an absorbent part and an impermeable part. Its Use will be compulsory everywhere where work on powerboats is allowed by the organizers.

8.CLEANING OF POWERBOATS

- a) Cleaning of engine and motor parts, where permitted by the regulations, must only be carried out at places with cleaning facilities.
- b) Only certified non toxic solvent, without the addition of chemical products (for example detergent), is permitted when cleaning the boats.
- c) The cleaning area must be built with a non-porous surface and a proper drain with an oil-divider to prevent pollution of the ground and water. Any infraction of this rule will be reported to the Officer of the Day (OOD) who will fine the rider/pilot responsible a maximum of USD 500. – or any other amount mentioned in the regulation or appendix of the discipline.

9.ACTION TO BE TAKEN BY RIDERS / PARTICIPANTS

- a) Each rider is responsible for the waste generated by his/her team during the event.
- b) Where organizers provide the necessary containers for waste they must be used as directed.
- c) Waste must be retained by the team until the approved facilities provided by organizers can be used.

- d) Where refuelling or servicing of a powerboat is being undertaken at events, riders/participants must provide and Use an environment mat to protect the ground and water. This environmental mat must also be compulsory when an electrical generator or any other device with a thermal engine is used by the rider/pilot or the team. These mats must be removed by the rider/pilots/competitors after Use.
- e) Any infringement by the Participant or rider/pilot (who is responsible for his/her team) of the UIM regulations can result in a fine, Disqualification from the event or suspension, and may also result in the participant or rider/pilot being liable for any costs of rectification.

10.REQUIREMENTS TO ENCOURAGE ENVIRONMENTAL BEHAVIOUR BY THE SPECTATORS

Visitors to a powerboat circuit, track, event or gathering can play an important role in keeping the environment clean and undamaged. Here are some suggestions:

- a) In co-operation with the local authorities, select the routes to and from circuits, tracks, etc., which will cause as little annoyance as possible for the surrounding areas.
- b) Provide clear signs to circuits, tracks and venues.
- c) Avoid parking on vulnerable places (verges, green lanes).
- d) Avoid parking in long grass.
- e) Promote the Use of public transportation in publications and promotional releases i.e. web or other forums.
- f) Avoid too high concentrations of people in order to preserve vulnerable places i.e. wildlife and bird reservation.
- g) Provide sufficient sanitary facilities and safe cleaning and deposit systems.
- h) Inform the spectators about responsible behaviour on the site.
- i) Specify in contracts with catering firms a requirement to sell drinks and food packaged in recyclable, reusable or biodegradable material, and to provide and maintain sufficient waste containers. Promote cooperation with caterers that have high standards on ethical and ecological food.
- j) Manage the events in such a way that only footsteps remain on the soil.

11.ACTION TO BE TAKEN BY INTERNATIONAL ORGANIZERS

Promote environmental behaviour among all Persons involved within the organization and promote environmentally friendly work within the secretariat and the Administration to save paper and energy.

Venues creating participants more than 50 and/or spectators more 20 000, shall make a more comprehensive written environmental plan including the following points:

1. Use of resources (energy, chemicals and materials)
2. Impact on environment and climate emissions
3. Carbon offsetting all activities related to events from
4. Recycling and reduction of waste
5. Travelling and accommodation for spectators and guests
6. Birds, animals and wildlife
7. Visual environment

Any organizer of an event under the authority of the UIM is subject to its regulation and jurisdiction. Any clearly established infraction or inobservance of the prescriptions and obligations for the organizers are subject to the penalties laid down in the present Environmental Code or in other UIM disciplinary procedures.

Infringement of Article 11 will be reported to the UIM ExCO who can fine the organizer a minimum of USD 1000 or any other amount mentioned in the regulation or appendix of the specific discipline.

11.1 ENVIRONMENTAL PROVISIONS

Make arrangements to prevent pollution of the ground and water in the riders' dry/wet pits and surrounding areas. Look after the protection of verges along the access roads, parking, and fencing off (tape) vulnerable areas. The facilities for practice, racing, 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.

Measures must also be taken to prevent:

- a) Leakage of fuel, oil, cleaning, degreasing, cooling and brake fluids, etc. into the ground and water or vapour into the air.
- b) Waste from participants, their teams, spectators and selling points not being collected in waste-bins or containers and being left on the ground and water at the site.
- c) Sanitary facilities being connected improperly to the sewerage.
- d) Waste collected and removed in an illegal way.
- e) UIM sound levels for powerboats during practice or Event being exceeded.
- f) Inordinate sound levels at tourist gatherings.
- g) The maximum number of events and/or practicing time being exceeded.

11.2 LOGBOOK / CHECK-LIST

It is important for every motor sport Event organizer 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 facilities for powerboat 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 check-list for the management of the facilities, to stimulate an environment friendly behaviour by the spectators and an environment friendly Use of the facilities during events. This check-list must include at least the following points:

- a) An assessment of the environmental impact of the event on the circuit and its surroundings, having regard to the number of competitors and the expected number of spectators.
- b) Cleaning area with high-pressure cleaners for powerboats.
- c) Distribution of waste bags to participants and their teams.
- d) Containers for used oil, 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.

11.3 PUBLICITY/ADVERTISING

- a) The UIM suggest aggressive Use of the Web and media instead of prints/posters on paper.
- b) Do not attach posters to trees, in country areas and/or protected urban-sites nor in places and areas which are not appropriate.
- c) Place billboards only after having obtained permission from the owner of the property.
- d) Take local and governmental regulations into account when placing billboards.
- e) Do not distribute leaflets/pamphlets under windscreen wipers of cars, on powerboats, nor to spectators (do not allow others to do so during your event).

11.4 RIDER PADDOCK / SERVICE AREAS / TIME CONTROL AREAS

- a) Present every participant on arrival with a rubbish bag and instructions.
- b) Provide sufficient containers for the rubbish bags and set recycling stations accessible to the public and participating teams.
- c) Ensure that there are enough containers with fixed funnels to collect used oil.
- d) Provide recognizable containers for oil filters and cleaning rags; collect separately.
- e) Provide and maintain sufficient and clean sanitation, with proper provisions for waste and water, for both men and women.
- f) If cleaning of powerboats is allowed, a special wash area designed to ensure the ground and water is not polluted must be provided in accordance with the rules of the discipline concerned.
- g) The Use of an environmental mat is compulsory when a generator or any other device with a thermal engine is used.

11.5 AFTER THE EVENT

- a) Signposts, billboards and posters must be removed after the event.
- b) Waste left behind on the site and the surroundings must be cleaned up and removed as soon as possible.
- c) Clear away and dispose of any broken branches or shrubs.
- d) Clear away tape, buoys and rope/weights around the track.
- e) Arrange for separate removal of oil-containers, cleaning rags, oil filters and waste-containers.
- f) The infraction or inobservance by the organizer of obligations mentioned in the present Environmental Code are subject to sanctions laid down in this Code and can result in a fine or suspension of approval to organize UIM events. The organizer will also be liable for any costs of rectification.

11.6 GENERAL REGULATIONS FOR THE MANAGEMENT OF VENUES

- a) Keep up the maintenance of the venue and take care that it is kept clean and tidy at all times.
- b) Cordon off sensitive areas.
- c) Appoint a member of the Organizing Board to be in charge of all environmental aspects and maintain the environment logbook.
- d) Ensure proper disposal of waste from sanitary facilities.
- e) Take all necessary care when making changes/adjustments to the site and consult the appropriate authorities.
- f) When locating the starting areas, take acoustic impacts into account.
- g) Never Use building waste, rubble, etc. for the construction of noise barriers, etc.
- h) In case of the Use of materials from outside, have them checked by the appropriate authorities to ensure that they are not polluted.
- i) 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.

12.RECOMMENDATIONSTOALLSEA/LAKE/RIVER USERS

12.1 INTRODUCTION

We must voluntarily moderate and add a greater degree of responsibility to our natural desire for individual mobility. We should try to achieve results on the basis of freedom of thought and movement, and exploit every opportunity to combine the pleasure of Powerboating more effectively with ecological and economic needs.

12.2 RIDER CONDUCT

- a) Individual power boaters should develop driving habits to ensure full integration with other types of sea, lake and river users.
- b) Ride safely and avoid aggressive driving.
- c) Save petrol and reduce pollution by avoiding unnecessary idling of engines.
- d) Limit noise pollution
- e) Noise annoyance. Use exhaust system (towards/into water) which minimize noise and keep audio systems at a low level.
- f) Protect wildlife and its natural habitat
- g) Ensure that your used oil, batteries and other recyclable items are properly recycled or collected.
- h) Remember that our seas/lakes/ivers belong to the overall community.

13.UIM ENVIRONMENTAL AWARD

In order to encourage a greater awareness of environmental concerns, the UIM has created an Environmental Award to reward a significant contribution to the protection of the environment. This Award may be given each year according to the following rules:

- a) By "year", the EWG understands that the year taken into consideration to award the prize starts on 1 January and ends on 30 September. The candidatures must arrive at the UIM Secretariat by the 5 October at the latest.
- b) This distinction is granted for rewarding individuals, clubs, organizers, manufacturers or other organizations that have made a significant contribution or done something important to enhance environmental awareness in the field of Power boating
- c) Candidatures for the Environmental Award will be submitted to the UIM by October 5th at the latest. The EWG may also propose a candidate.
- d) The candidatures received will be examined by the UIM Environment Group prior to submitting them to the ExCo. The recipient can be invited to the UIM GA to receive his/her (their) distinction.
- e) These nominations should be submitted, along with a description of the occurrence qualifying for the Award, to the UIM Secretariat within the set deadline

14.UIM TRIANNUAL WORLD CIRCUMNAVIGATION RACE

Every three years the UIM may organize a world circumnavigation race. The race shall be performed on alternative energy and sustainability principles.

15.GREEN LOGO



The UIM have approved this Green Logo

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