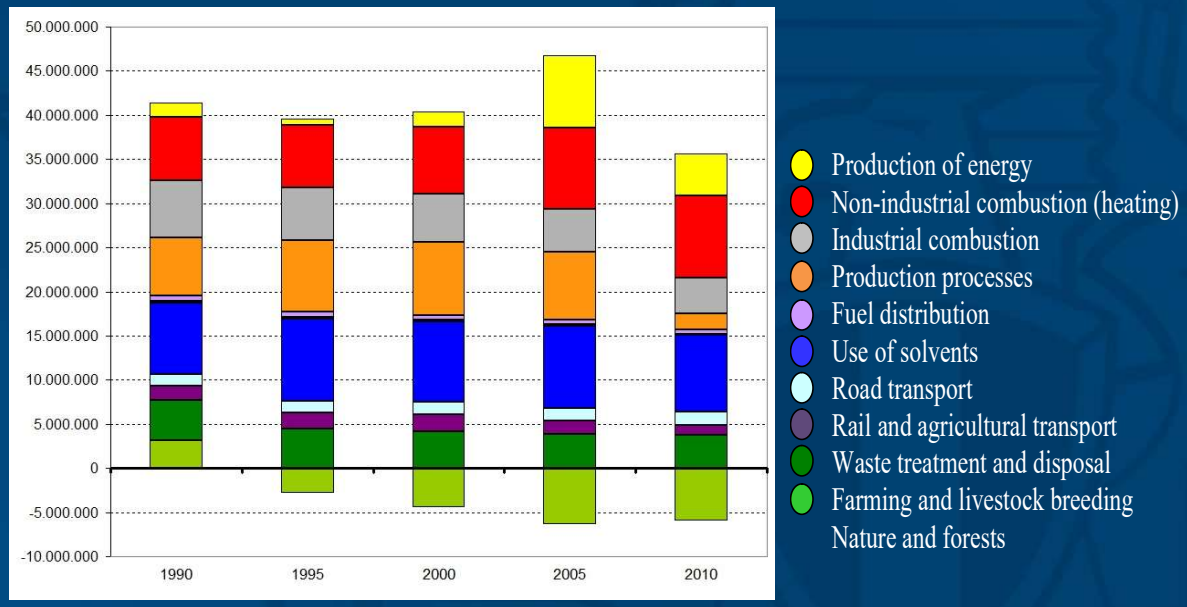
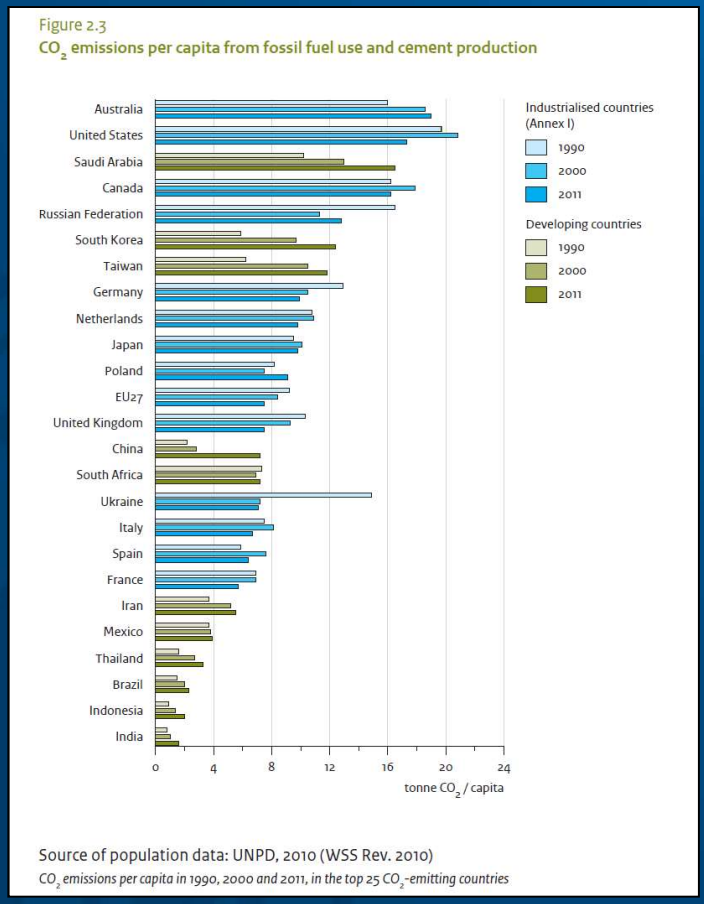
Project for offsetting CO2 issued by vehicles running during motor touring events

Environmental definition and compensation scenario





Invariably, any activity performed cannot by man creates a predictable amount of greenhouse emissions, including CO_2. Even though such an impact be reduced to zero, it can however be contained by adopting responsible decisions.

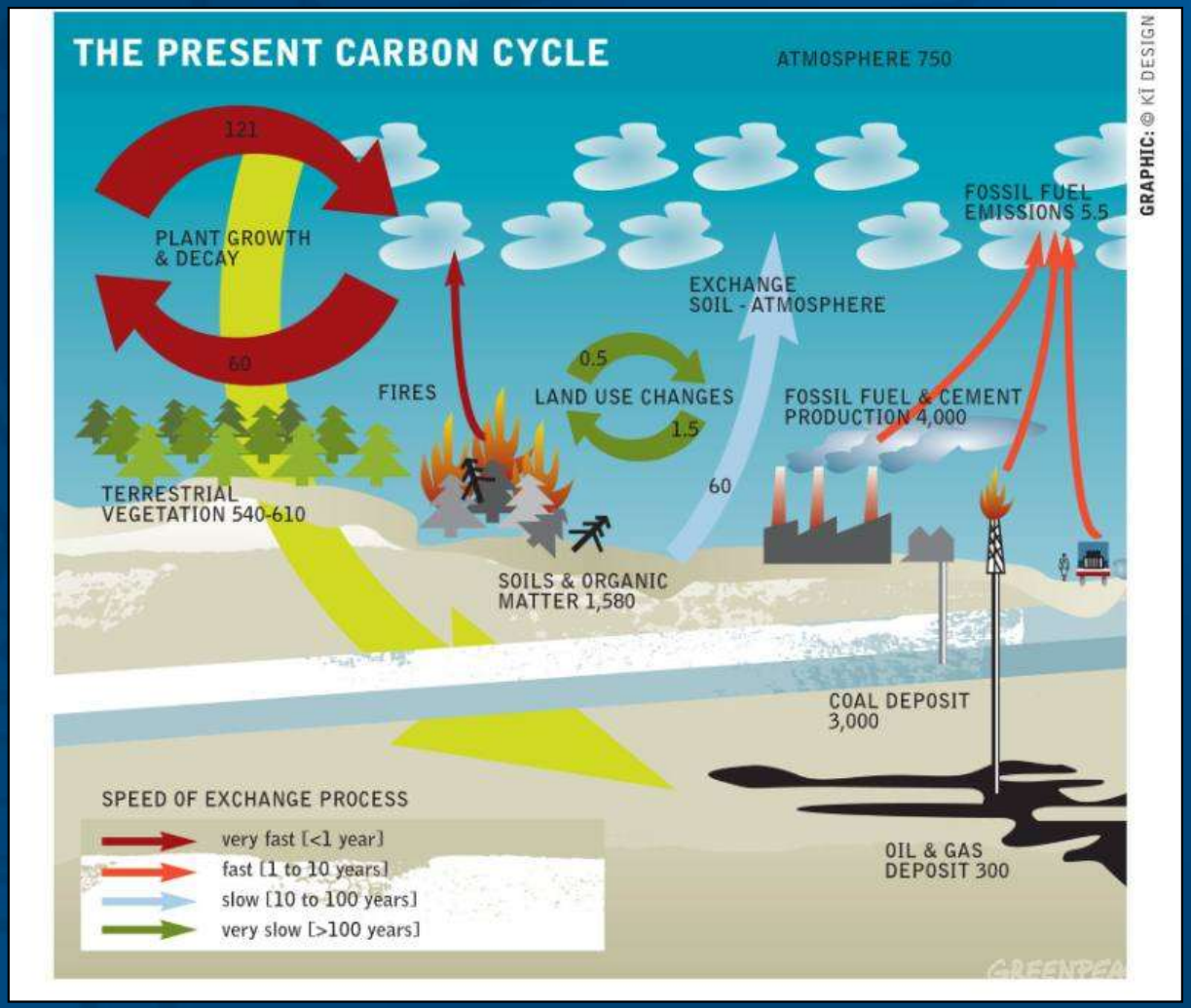
Compensation involves neutralising the effects of CO_2 emissions by implementing projects designed to reduce the same amount of greenhouse gas in a different place. In so doing, at the end of the compensation process the overall balance of emissions will be either null or reduced. This is what the **Kyoto Protocol** contemplates.

Environmental compensation and definition of “carbon footprint”

Undoubtedly**, planting** is the most largely used CO2 compensation method.

Cultivating trees will allow part of the CO2 in the plants to be captured. This action will, therefore, allow emissions to be offset. By evaluating the amount of emissions produced it is possible to calculate, with good approximation, how many trees are required for compensation.

A **carbon footprint** is the total amount of greenhouse gasses associated directly or indirectly with a product, organisation, service or activity in general.



Commissione Turistica e Tempo Libero

Project definition

Once the amount of CO_2 emissions produced by vehicles running during a motor touring event has been established, the number of trees to plant to improve the conditions of the environment concerned is defined, thereby offsetting the residual impact.

Footprint calculation takes into account the distance (in km) to be covered during the event and the number of participating vehicles.

ITALIAN MOTORCYCLING FEDERATION

ENVIRONMENTAL COMPENSATION PROJECT BY THE TOURING COMMISSION - ENVIRONMENTAL COMMISSION

CARBON FOOTPRINT OF MOTOR TOURING ACTIVITY AND NUMBER OF TREES REQUIRED FOR ABSORPTION

Distance covered (km)	T of CO2 eq.	Kg of CO2 eq.	Number of vehicles (<500 cc.)	Kg of CO2 eq. produced	Dry biomass eq. (kg ss)	Number of trees required
50	0,01	10		0	0	0
100-150	0,02	20		0	0	0
200	0,03	30		0	0	0
250	0,04	40		0	0	0
300	0,05	50		0	0	0
350	0,06	60		0	0	0
400	0,07	70		0	0	0
500	0,08	80		0	0	0
550	0,09	90		0	0	0
600	0,1	100		0	0	0
650-700	0,11	110		0	0	0
750	0,12	120		0	0	0
800	0,13	130		0	0	0
850	0,14	140		0	0	0
900	0,15	150		0	0	0
1000	0,16	160		0	0	0

Project definition

- The events that are likely to produce the strongest impact on the environment from a CO_2 perspective will be selected from the calendar of national touring events, in relation to the environmental context in which they take place and related criticalities, the number of participating vehicles and their expected cubic capacity.

- The Touring Commission will arrange for plants to be purchased according to the data arising from the footprint calculation, giving them directly to the community of the location where the event will take place.

- The trees will be purchased and planted according to the required methods, in harmony with the surrounding landscape and in agreement with the community, local authorities and relevant associations for the protection and enhancement of the community's environmental heritage.

Direct and indirect goals of the project

- Mitigating the motor touring impact on the environment.
- Increasing environmental awareness among the participants by promoting the project and its goals and supporting ecologically sustainable motor touring activity.
- Integrating motor touring further into the wide range of activities that are (i) related to the recreational use of the land and (ii) intrinsically characterised by high environmental sustainability standards (trekking, hiking, climbing, mtb, et.), in an attempt to allow more enthusiasts to freely engage in motor touring activity.
- Further boosting FMI's image to the outside world as an entity pursuing policies designed to drive constant improvement of environmental sustainability-related values.

The case example
"The project in conjunction with the Aveto Regional Park Authority (Genoa, Liguria, Italy)"

Setting out the environmental area

The Aveto Park, located in the Tigullio hinterland, protects one of the most beautiful and important areas of the Ligurian Apennines. The protected area, roughly exceeding 3,000 hectares, spans three valleys: Val d'Aveto, Val Graveglia and Valle Sturla.

Over the centuries, man has shaped the territory creating special environments mainly for farming and livestock breeding purposes, resulting in many grasslands, pastures, terraced slopes, chestnut and hazelnut tree woods.

Thanks to the extraordinary variety of environments, substrata and microclimates peculiar to this area, the Aveto Park is an enormous flora repository. As many as 39 *endemic species* (i.e., plants that extend over rather limited areas) are known across its territory; a significant number indeed considering the modestly sized Park surface.

The case example
"The project in conjunction with the Aveto Regional Park Authority (Genoa, Liguria, Italy)"

The motor touring event of 22-23-24 June 2018

45 km of distance in the Park

105 participants

ITALIAN MOTORCYCLING FEDERATION

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Distance covered (km)	T of CO2 eq.	Kg of CO2 eq.	Number of vehicles (<500 cc.)	Kg of CO2 eq. produced	Dry biomass eq. (kg ss)	Number of trees required
50	0,01	10	105	1050	572,6752113	1,363512408

Commissione Turistica e Tempo Libero

The case example
"The project in conjunction with the Aveto Regional Park Authority (Genoa, Liguria, Italy)"

CO2 emission data analysis.

Following the event held in Valle dell'Aveto, the FMI Touring and Environment Commission processed the data referring to CO2 air emissions of the vehicles participating in the event. The footprint calculation for this specific case showed an amount of emissions totalling XX KG of CO2 eq. to be offset with the planting of XX kg of dry biomass equivalent.

Compensation project methods

Following the environmental impact assessment of the event, the FMI Touring Commission, in the person of its chairman!? (I cannot recall the Federation organisation chart) Rocco Lopardo, set out to launch a project for the environmental compensation of the event, entering into an agreement with the Aveto Regional Park Authority.

Following a number of technical assessments performed by the Environmental Commission — through Professor Giancarlo Strani and Dr. Francesco Baini and Dr. Annalisa Camporesi from the Park Authority — on the botanical essences to be used for compensation as benchmarked against the (i) amount of XX kg of dry biomass, (ii) peculiarities and (iii) needs of the area, a decision was reached to launch an environmental restoring project of the Botanical Garden of the Park named after Federico Delpino.

The case example
"The project in conjunction with the Aveto Regional Park Authority (Genoa, Liguria, Italy)"

Compensation project methods

The Delpino Botanical Garden hosts a small-scale flowerbed reconstruction of the different woodlands that characterise the Ligurian hinterland. Botanical, and non-botanical, elements of the typical habitats of the Ligurian Apennines are present, including many elements that grow spontaneously in the protected area. However, many of them are either absent or ailing.

The action undertaken by the FMI, more specifically by the Touring Commission, was designed to provide the Botanical Garden keepers with funds to purchase the essences required to complete and/or restore the area for an equivalent of dry biomass necessary to offset the CO2 produced by the motor touring event.

Direct goals for the environment and biodiversity

Mitigating the impact of CO2 emissions.
Restoring the typical habitats of the protected area.
Protecting the flora biodiversity of the protected area.

The case example
"The project in conjunction with the Aveto Regional Park Authority (Genoa, Liguria, Italy)"

Direct goals for motor touring activity

Increasing environmental awareness among the participants by promoting the project and its goals and supporting ecologically sustainable motor touring activity.

Integrating motor touring further into the wide range of activities that are (i) related to the recreational use of the land and (ii) intrinsically characterised by high environmental sustainability standards (trekking, hiking, climbing, mtb, et.), in an attempt to allow more enthusiasts to freely engage in motor touring activity.

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