



SUSTAINABILITY REPORT 2025



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FOREWORDS

President's foreword

FIM enters a new sustainability phase focused on lasting change.

In 2025, the FIM continued to focus on what lasting change looks like in practice, building on the foundations established in previous years.

Across our championships, commissions and global network, sustainability was no longer defined by ambition alone, but by how consistently it was applied. Throughout the year, that progress became increasingly visible.

We have seen a clearer structure emerge around climate action, with measurement, reporting and planning becoming more embedded across our activities. At the same time, biodiversity has taken on a more prominent role, reflecting a growing recognition that protecting the natural environments in which our sport takes place is fundamental to its future.

These developments point to a broader shift. Sustainability is increasingly being managed as part of the core system of the FIM – linked to governance, operational delivery and long-term decision-making. This is essential in a sport as global and diverse as ours,

where progress depends on alignment across many different actors and contexts.

At the heart of this work remains a simple objective: to ensure that motorcycling can continue to exist, evolve and be accessible for future generations. This means addressing environmental challenges, but also supporting education, inclusion and the wider development of our sport.

The next phase of our strategy will build on this foundation. It will require greater coordination, stronger partnerships and a continued commitment to integrating sustainability into every part of our organisation.

This report reflects that journey – not as an endpoint, but as part of an ongoing process.

I would like to thank everyone across the FIM Family for their commitment and contribution. The progress we see today is the result of a collective effort, and it will be through that same shared approach that we move forward.

Jorge Viegas
FIM President



Message from the CEO

Sustainability supports safer, more inclusive and accessible motorcycling for the future.

As we reach the end of the 2021-2025 sustainability strategy, what stands out most is how sustainability has become more clearly connected to the way our sport operates. It is not separate from sport, it supports sport.

Safety remains, and will always remain, our first priority. In 2025, this was reflected in the continued development of the FIM Racing Homologation Programme for helmets. After several years of work with manufacturers, the Phase 2 homologated helmets will become mandatory across circuit racing and off-road World Championships from 2026.

This has required close cooperation across the industry, but the objective is clear: to continue improving rider protection wherever possible.

This same approach applies across other areas of our work. Sustainability is also about education, people, sound reduction, inclusion and the long-term future of our disciplines. Through the FIM Academy, mentoring programmes and the new Future Leaders Programme,

we are supporting National Federations and helping people across the FIM Family develop the skills they need.

We also continued to work closely with industry on sound reduction, particularly in off-road disciplines, where access to tracks remains a real concern in some countries. These efforts are important if we want motorcycling to remain available and accessible in the future.

What encourages me most is the alignment I see across the organisation. Our commissions are not working separately from sport; they are supporting it. Whether the focus is technical, medical, environmental, educational or social, the direction is increasingly shared.

As we look towards the next strategic period, the objective is to maintain this momentum. Motorcycling must remain exciting, competitive and accessible, while continuing to show responsibility towards riders, communities and the wider world.

Françoise Emery
Chief Executive Officer, FIM



Message from the Director of the International Sustainability Commission (CID)

Sustainability becomes more measurable, nature-focused and integrated across FIM's work.

In 2025, our work on sustainability became more focused, more measurable and more closely connected to the way our sport is delivered.

Biodiversity remained a central priority. After becoming a signatory of the Sports for Nature Framework in 2024, this year we took further steps to embed nature into our programmes, events and regulations. Around 80% of KiSS organisers implemented concrete biodiversity actions, and our first report under the Sports for Nature Framework marked an important step in understanding and communicating our progress.

One of the most meaningful moments of the year was hosting 'Sustainability in Sport: Commitment & Action' at the IUCN headquarters in Gland, Switzerland, as part of the Ride to FIM Awards programme. Bringing together voices from IUCN, AISTS, UEFA, MotoGP and the FIM, the event showed how sport can contribute to environmental protection, education and restoration.

Climate action also moved forward in 2025. The submission of our Climate Strategy white paper and executive summary to the Strategy Committee helped establish a clearer basis for future work. Across the FIM ecosystem, we continued to improve emissions measurement, promote the FIM CO₂ Calculator and support more structured approaches to reduction and compensation.

These developments are important because sustainability cannot remain a collection of individual initiatives. It must be integrated into how we plan, organise, measure and improve.

As we close the 2021-2025 strategic period, I am grateful to everyone who has contributed to this progress. The next phase will require greater consistency, stronger data and continued collaboration across the FIM Family.

Kattia Juárez Dubón
Director of the International Sustainability Commission



INTRODUCTION

From framework to implementation

FIM's strategy moves to strengthening measurement, coordination and practical delivery.



The 2025 season marked the final year of the FIM Sustainability Strategy 2021-2025, bringing a period of consolidation, implementation and reflection.

Over the past five years, sustainability has moved from a defined framework into a more integrated part of how the organisation operates. In 2025, this shift became more visible, with greater emphasis placed on consistency, measurement and coordination across the sport.

Across championships and operations, efforts focused on strengthening systems rather than introducing isolated initiatives. This included clearer approaches to emissions measurement, more structured environmental management at event level and stronger alignment between governance, commissions and delivery teams.

At the same time, sustainability continued to expand across the wider ecosystem. Promoters, organisers and National Federations played an increasingly active role, translating strategic objectives into practical actions adapted to different contexts and disciplines.

This report reflects that evolution. It captures a year in which sustainability became more embedded, more measurable and more closely linked to decision-making processes across the FIM and its partners.

As the current strategic period comes to a close, the focus now turns to what comes next. The experience gained over the past five years provides a clearer understanding of both impact and limitations, forming the basis for a more structured and ambitious approach in the next phase.

MOTORCYCLING AND THE SDGs



The United Nations Sustainable Development Goals (SDGs) continued to provide a reference framework for the FIM's sustainability approach in 2025, linking the organisation's activities to a broader global agenda.

Throughout the 2021-2025 strategic period, these Goals have supported a more structured understanding of where motorcycling can contribute, from environmental protection and climate action to education, safety and inclusion. In 2025, this alignment remained central, but with a stronger focus on how these contributions are implemented and measured in practice.

Across championships and programmes, sustainability actions increasingly reflected this connection, with initiatives designed not only to reduce impact but also to generate positive outcomes for communities, ecosystems and participants.

As the current strategic cycle concludes, the SDGs continue to serve as a common language for framing impact, while also helping to inform the direction and priorities of the next phase.





SCOPE OF THE REPORT

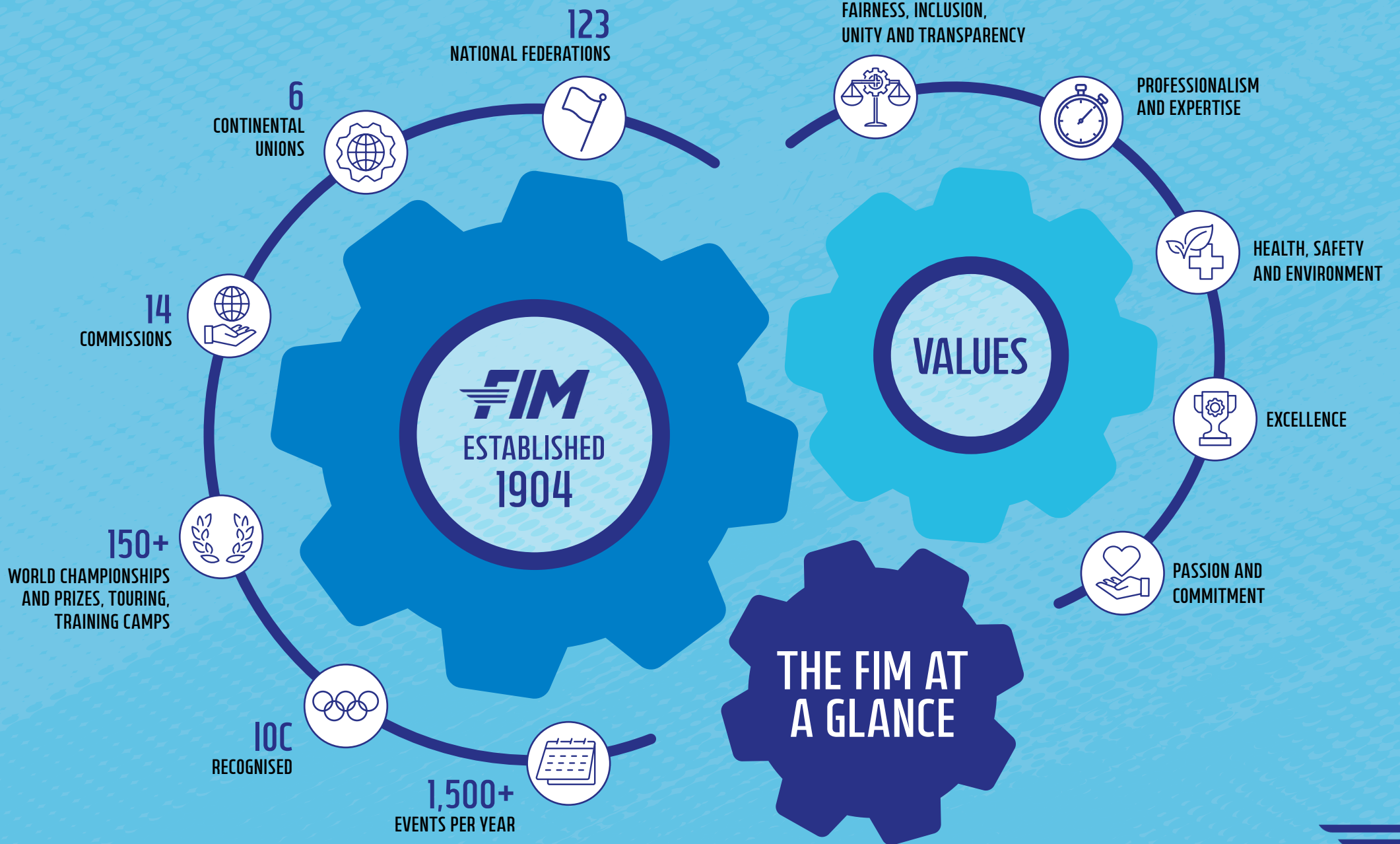
This report covers the FIM's sustainability activities for the calendar year 2025 and represents the final report aligned with the Sustainability Strategy 2021-2025.

It reflects the work of the FIM as an organisation, alongside the activities of its commissions, governance bodies and operational teams. It also captures contributions from the wider motorcycling ecosystem, including promoters, organisers, National Federations, riders and partners.

The report takes a broad view of sustainability, covering environmental, social and governance dimensions. It highlights both the continued development of existing programmes and the increased integration of sustainability into day-to-day operations, event delivery and decision-making processes.

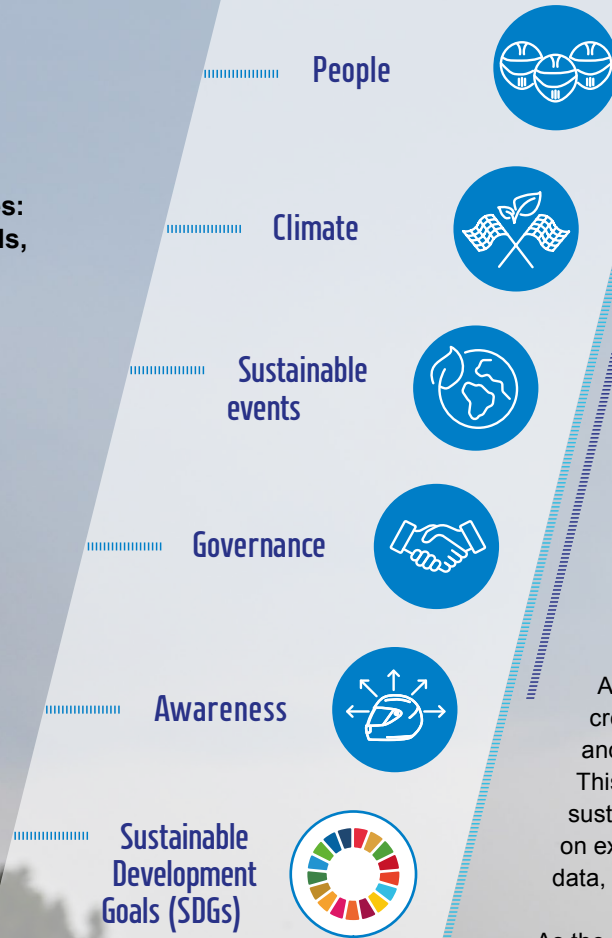
As in previous editions, the report is based on a combination of internal data, programme reporting and contributions from across the FIM Family. Where possible, efforts have been made to improve consistency and comparability, reflecting the wider shift towards more structured measurement and reporting.

This edition also marks a transition point, linking the outcomes of the current strategy with the development of the next phase.



OUR STRATEGIC PRIORITIES

The FIM Sustainability Strategy 2021-2025 defined six strategic priorities: People, Awareness, Sustainable Events, Sustainable Development Goals, Climate and Governance. These priorities have provided a consistent framework for action across the organisation over the past five years.



In 2025, these priorities continued to guide activities across all areas of the sport. However, their application has evolved. What began as a set of defined focus areas has increasingly become embedded within systems, processes and responsibilities across the organisation.

Throughout the year, the emphasis shifted towards strengthening delivery. This included improving coordination between commissions and operational teams, refining tools for measurement and reporting, and supporting stakeholders across the ecosystem in implementing sustainability actions more consistently.

At the same time, the end of the strategic cycle created an opportunity to assess progress and identify areas for further development. This has informed ongoing work on the next sustainability strategy, with a focus on building on existing structures while addressing gaps in data, implementation and long-term impact.

As the FIM moves into its next strategic phase, these priorities will continue to evolve, supporting a more integrated and measurable approach to sustainability across the sport.

ENVIRONMENTAL

CONSISTENCY, MEASUREMENT AND INTEGRATION

Environmental work advanced through structured frameworks and embedding climate and biodiversity considerations consistently across events and championships.

Our environmental work continued to evolve, with a stronger focus on consistency, measurement and integration across the sport. While reducing environmental impact remains a core priority, the way this is approached is becoming more structured, supported by clearer frameworks, data and collaboration across championships.

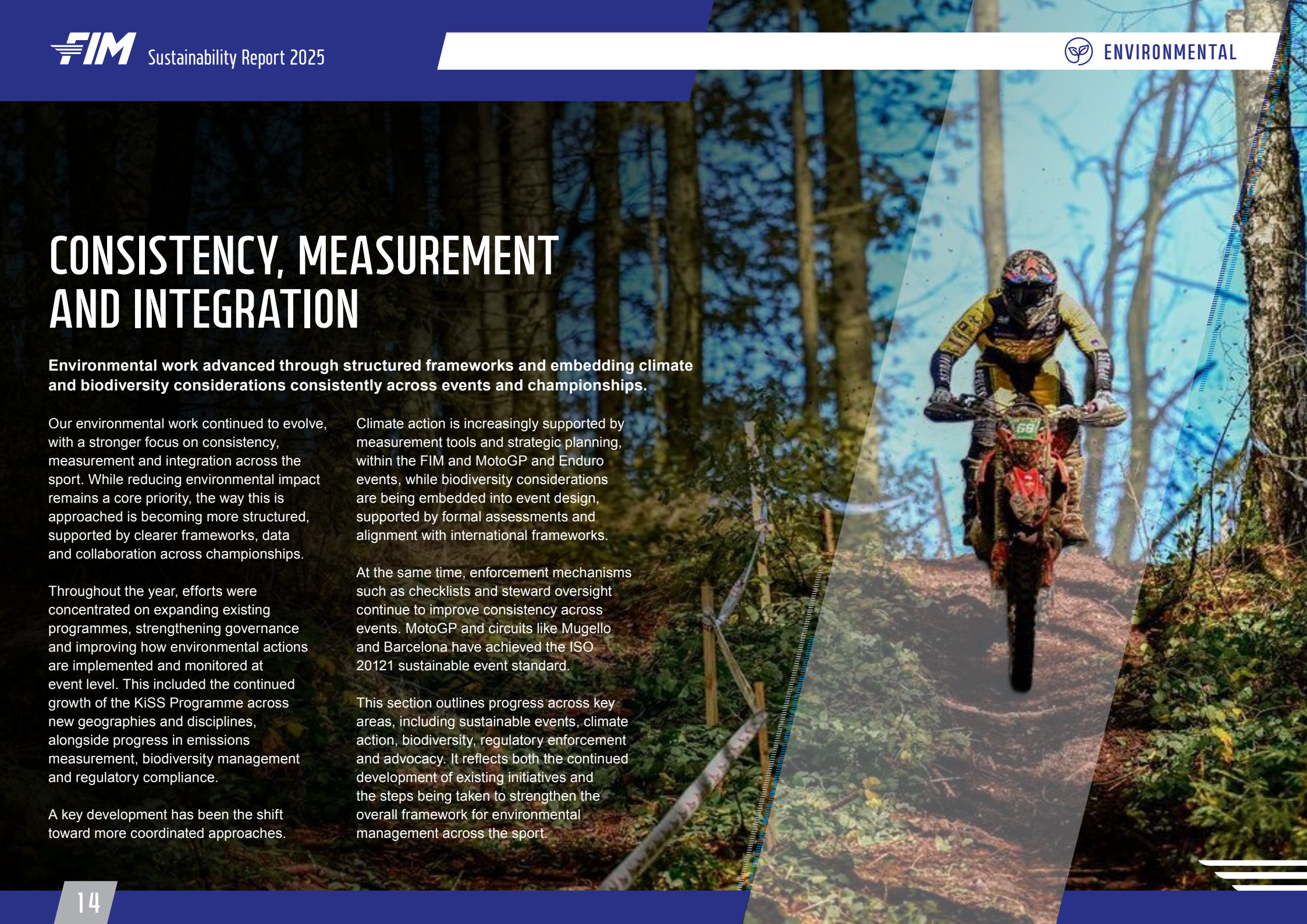
Throughout the year, efforts were concentrated on expanding existing programmes, strengthening governance and improving how environmental actions are implemented and monitored at event level. This included the continued growth of the KiSS Programme across new geographies and disciplines, alongside progress in emissions measurement, biodiversity management and regulatory compliance.

A key development has been the shift toward more coordinated approaches.

Climate action is increasingly supported by measurement tools and strategic planning, within the FIM and MotoGP and Enduro events, while biodiversity considerations are being embedded into event design, supported by formal assessments and alignment with international frameworks.

At the same time, enforcement mechanisms such as checklists and steward oversight continue to improve consistency across events. MotoGP and circuits like Mugello and Barcelona have achieved the ISO 20121 sustainable event standard.

This section outlines progress across key areas, including sustainable events, climate action, biodiversity, regulatory enforcement and advocacy. It reflects both the continued development of existing initiatives and the steps being taken to strengthen the overall framework for environmental management across the sport.





WHAT MAKES A KISS EVENT?

KiSS expands into new territories

Sustainability programme grew globally across disciplines, positioning events as platforms for environmental awareness and impact.

The expansion of KiSS (Keep it Shiny and Sustainable) into new territories and disciplines was a defining feature of 2025. In the United States, the TrialGP event in Rhode Island hosted the first KiSS Trial event, introducing structured sustainability measures such as responsible waste management, water management, public education and support for local economies. This marked an important step in extending the programme beyond its traditional European base.

Other Trial events demonstrated how KiSS principles can be adapted to local contexts. At Motegi, alongside its MotoGP implementation, TrialGP activities included tree planting along sections, communication with riders and fans, and alignment with the Sustainable Development Goals, alongside land management practices aimed at maintaining forest health and resilience.

Sustainability management plan

Comply with FIM Environmental Code

Climate and biodiversity actions

Social initiatives for local communities

Report



Across Enduro, KiSS continued to be embedded in multiple rounds, including Fafe, Viana do Castelo, Zschopau, Rhayader and Brioude. These events maintained a consistent focus on environmental protection, waste management and community engagement, showing how the programme can be applied across different terrains and event formats.



Through KiSS, sport is positioned as a platform for awareness and behaviour change to reduce environmental impact.



The KiSS programme continued to evolve in its scope and intent. Its main objective remains to support organisers in developing more sustainable events by structuring and amplifying environmental actions, while introducing additional targeted initiatives. To participate, organisers are required to present a sustainability management plan, demonstrate compliance with the FIM Environmental Code, implement climate and biodiversity actions, deliver social initiatives for local communities and report on outcomes.

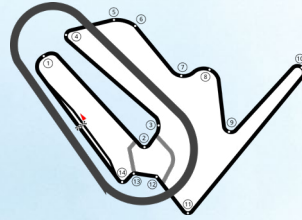
Within this framework, sport is positioned as a platform to raise awareness across the wider motorcycling community, encouraging behavioural change and reducing environmental impacts.

Since its launch at Mugello MotoGP in 2013, the programme has expanded steadily, supported by the FIM, promoters and local organisers. Its application remains flexible, regardless of geography, event size or discipline. In 2025, this flexibility was reflected in its continued global reach, with KiSS being applied across both large-scale international events and smaller, discipline-specific competitions.

Alongside this growth, 2025 also marked a step toward further formalisation. While proposals to rename the programme were not adopted, discussions continued around strengthening its role within a broader certification and compliance framework, including closer alignment with standards such as ISO 20121.

MOTEGI

INTEGRATING BIODIVERSITY INTO THE SPORTING ENVIRONMENT



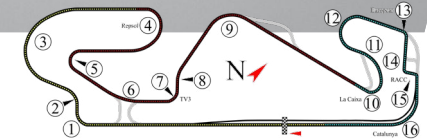
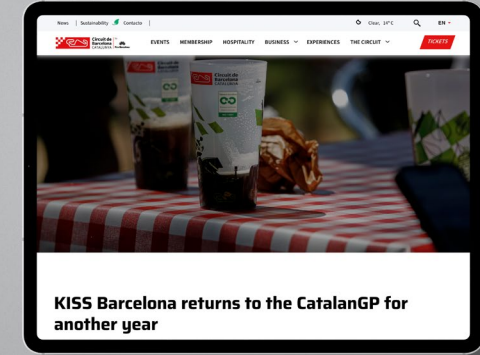
The Japanese circuit demonstrated how environmental measures can be embedded directly into the natural terrain of an event.

Tree planting was carried out along TrialGP sections, contributing to local habitat regeneration and carbon absorption. At the same time, selective vegetation management was implemented to maintain a balance between sporting requirements and forest health, supporting natural regeneration processes and resilience.

These actions were combined with broader initiatives, including waste management systems and communication efforts aimed at riders and fans. Alignment with the

Sustainable Development Goals provided an additional framework, linking local environmental actions with global sustainability priorities.

The result was a model in which biodiversity protection and event delivery were managed in parallel rather than treated as separate objectives.



BARCELONA

LINKING OPERATIONAL CHANGE WITH BEHAVIOUR CHANGE

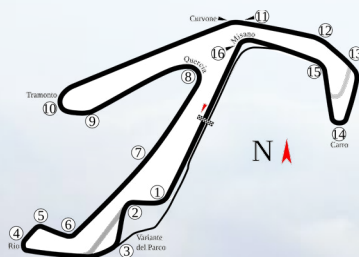
Circuit de Barcelona focused on resource efficiency and waste management within a large-scale MotoGP event environment. The approach combined operational systems with targeted initiatives designed to reduce material waste and improve recovery processes.

Structured waste collection systems were implemented across the venue, alongside initiatives to recover surplus food and improve the management of event-related materials. These measures were supported by awareness activities aimed at both spectators and stakeholders, linking operational changes with behavioural change across a high-volume event setting.

A dedicated panel forum further strengthened this approach, bringing together Michelin-starred chefs, the Director of the Catalan Agency of Tourism and FIM Hospitality leadership to explore how major events can help reduce food waste and raise awareness around more responsible consumption. The discussion was complemented by contributions from riders Maverick Viñales and Diogo Moreira, alongside chefs and food advocates such as Ada Parellada and Nandu Jubany, who highlighted the importance of local sourcing, seasonal ingredients and traditional recipes.

MISANO

APPLYING CIRCULAR ECONOMY PRINCIPLES TO EVENT DELIVERY



At Misano, the KiSS Programme focused on the application of circular economy principles within the event context. The approach centred on reducing material consumption, increasing reuse and improving recycling systems across the venue.

Initiatives included material recovery and reuse strategies, alongside waste

management systems designed to minimise environmental impact.

Climate-related considerations were also incorporated, linking resource use with broader environmental impact and reflecting the ongoing development of KiSS toward more structured environmental management practices, with a clearer focus on lifecycle impacts and resource efficiency.



A structured and coordinated approach to climate action

Climate action becomes more measurable across FIM events, operations and long-term planning.

Climate action continued to move from individual initiatives toward a more coordinated and measurable approach across the FIM ecosystem. Efforts focused on building the foundations for a long-term strategy, while expanding practical actions at event level, particularly in emissions measurement, reduction and compensation.

A key development during the year was the submission of the FIM Climate Strategy white paper and executive summary to the Strategy Committee. This marked a transition toward a more structured framework for climate action, supported by ongoing work on a roadmap and internal alignment across departments.

At the same time, emissions measurement continued to expand. Several championships began or progressed in quantifying their carbon footprint, supported by internal tools and collaboration with operational teams. The use of the FIM CO₂ Calculator was further promoted, alongside efforts to integrate emissions tracking into event planning and logistics.

Event-level calculations were also carried out for specific activities, including the FIM Awards in Mallorca, where emissions were assessed in collaboration with external partners. These exercises are helping to establish a baseline for future reduction strategies, while also increasing internal

awareness of the sources and scale of emissions linked to FIM operations.

Alongside measurement, a number of events continued to implement reduction and compensation actions. In Enduro, for example, tree-planting initiatives were used as part of carbon offsetting efforts, while other events combined emissions tracking with operational changes aimed at reducing energy use and improving efficiency.

The adoption of alternative energy sources and non-fossil fuels also remained part of the broader direction of travel, supported by ongoing discussions with promoters and technical commissions.

SUPPORTING LOCAL CLIMATE RESILIENCE AT THE MONTE GORDO SAND RACE

The Monte Gordo Sand Race 2025, which took place on 29-30 November 2025, in the Algarve, Portugal, demonstrated how climate-related actions are being implemented at event level, alongside broader environmental measures.

Tree planting, for example, formed part of the event's approach to carbon sequestration, with 275 native trees introduced to act as long-term carbon sinks while also supporting local climate resilience. Species selection focused on low water requirements and fire resistance, reflecting local environmental conditions.

These actions were implemented within a broader environmental management framework, which included habitat protection and restoration measures. While not limited to climate, this integrated approach demonstrates how emissions-related actions can be combined with wider environmental management at event level.

Waste management systems were designed to prevent leakage into sandy soils, including the use of recycled containers and real-time collection logistics to avoid the formation of microplastics. In addition, hydrocarbon separation systems were used in high-risk areas such as motorcycle washing zones, preventing contamination of groundwater.



Racing as a laboratory for lower-carbon innovation

Competition is helping test practical fuel solutions that balance performance, affordability and environmental responsibility.



gas emissions during the production process. Category 3 fuels are being developed as fully advanced sustainable fuels, with a focus on certified reductions in lifecycle production emissions.

Category 4 fuels follow the same direction, but with a partial sustainable fuel requirement. This distinction is important. While renewable fuels focus on replacing fossil components, advanced sustainable fuels also consider how the fuel is produced, including the use of waste-derived feedstocks rather than food-based resources.

Our role is to define the specifications, certification requirements and control procedures, while fuel suppliers develop products that meet these standards. This open approach allows multiple suppliers to innovate within a common framework, supported by independent laboratory testing and event-level controls.

In parallel, we continued to consider wider resource efficiency in competition, including future reductions in fuel volumes, engine allocations and, where appropriate, tyre use.

Together, these measures point towards a more integrated approach to technical sustainability, where performance development is increasingly linked with durability, efficiency and responsible innovation.

We continued to develop our approach to sustainable fuels in 2025 as part of a broader effort to reduce the environmental impact of motorcycling while maintaining performance, safety and affordability across disciplines.

The work reflects a clear principle: racing can act as a laboratory for innovation, but new solutions must be developed in a way that can eventually support wider application beyond elite competition.

A major focus was the continued development of the FIM fuel specification roadmap.

From 2027, the MotoGP class is expected to move to a new Category 0 fuel, requiring 100% non-fossil components. This represents a significant step in the use of fully renewable fuel within the highest level of prototype motorcycle racing.

At the same time, we are taking a differentiated approach across other championships, where Category 1 fuels, containing 40% non-fossil components, remain important in balancing sustainability ambitions with cost, availability and technical feasibility.

Alongside renewable fuels, the FIM also advanced work on sustainable fuel categories designed to reduce greenhouse

Protecting access to sport through measurable sound reduction

Lower sound levels are helping protect venues, strengthen standards and support motorcycling's long-term accessibility.

Sound emissions remained one of our most important technical sustainability priorities in 2025, particularly because of their direct relationship with the long-term viability of motorcycling venues.

In many countries, especially in off-road disciplines, sound is a growing concern for local communities, authorities and circuit operators. Reducing sound levels is therefore not only an environmental issue, but also a practical requirement for protecting access to sport.

In 2025, we implemented new sound limits across off-road disciplines, following several years of work with manufacturers. The limit was reduced by three decibels under the two-metre max testing method used in off-road competition.

While this may appear modest, a three-decibel reduction represents a major technical change, effectively halving sound

pressure at source. Testing during the season showed that manufacturers were able to meet, and in some cases exceed, the required reduction, with further benefits observed at greater distances from the track.

This work was supported by a stronger and more consistent control system. We have invested significantly in sound measurement equipment, providing sound meter kits free of charge to National Federations so that testing can be applied more consistently at international, national and regional levels. By using the same equipment and methodology across different contexts, we are helping federations raise standards and align with international practice.

The approach also recognises that sound reduction is not only about motorcycles. Organisers, promoters, local authorities and spectators all have a role to play in reducing the overall sound footprint of



events. In several venues, stricter controls have been introduced on spectator-generated noise, including restrictions on items such as chainsaws or devices used to create excessive sound. This reflects a wider shift in awareness, with event stakeholders increasingly recognising their shared responsibility.

In circuit racing, we continued to develop a new dynamic pass-by measurement method, using trackside microphones and bike identification technology to capture sound in real riding conditions. This work will inform future reductions across MotoGP, Moto2, Moto3 and WorldSBK, with a roadmap already being developed for 2027 and 2028.



MEASURES TO REDUCE SINGLE-OCCUPANCY CARS

- Dedicated parking spaces for carpooling
- Free and unrestricted access for bicycles and motorcycles
- A financial contribution toward bicycle maintenance
- The introduction of a shared electric vehicle, available for professional and limited personal use during the working day

Sustainable Mobility Policy established

FIM's new mobility policy encourages lower-carbon commuting through public transport, smarter parking and flexible working.

We developed the FIM Sustainable Mobility Policy to address the environmental impact of staff travel and commuting. The initiative was shaped by a combination of internal analysis, external expertise and regulatory requirements, and forms part of a broader effort to reduce emissions linked to day-to-day operations.

The process began with a staff survey, providing insight into commuting patterns, expectations and potential areas for improvement. This was followed by a detailed assessment carried out with external specialists, who reviewed the

FIM's location, infrastructure and transport options.

The analysis highlighted the organisation's strong access to public transport, including rail and bus connections, as well as proximity to cycling routes. It also reflected local regulatory requirements, which place increasing emphasis on reducing car use and limiting parking capacity.

Based on this work, a formal mobility plan was developed and introduced in early 2025. The plan establishes a structured framework for how staff travel is managed, including clear objectives, rules and

implementation measures. It also responds to practical constraints, including the limited number of parking spaces available at the FIM headquarters, which required a more coordinated approach to their use.

A central element of the policy is the promotion of public transport. The FIM committed to covering 100% of the cost of annual public transport passes for staff, removing a financial barrier and encouraging a shift away from individual car use. Early uptake has been positive, with a growing number of employees choosing this option following its introduction.



LOCAL DELIVERY AND OPERATIONAL EFFICIENCY

FIM Hospitality continued to focus on practical measures to reduce environmental impact while maintaining a high standard of delivery across events. Building on previous efforts to optimise logistics and reduce travel, the emphasis in 2025 was on local sourcing, waste reduction and incremental operational improvements.

Local procurement remained a key principle, with the majority of food and equipment sourced locally wherever possible. This approach supported host city economies – typically representing an investment of around €9,000–€10,000 per event in food and catering – while also reducing emissions associated with transporting goods between locations.

Food management was further refined through closer monitoring of guest numbers and improved planning. This resulted in the elimination of food waste at the final event of the season, alongside ongoing efforts to donate surplus food to local organisations where feasible.

At the same time, small but consistent changes in materials and operations contributed to a broader reduction in environmental impact, including the use of fully recyclable paper-based packaging for items such as cups.

Energy use was addressed through a series of incremental measures, such as streamlining air-conditioned areas and improving overall efficiency in event set-up. Transport-related emissions were also reduced through more coordinated logistics, including the use of fewer vehicles for staff movements between hotels and venues.

Nature-related considerations become central

Biodiversity is becoming embedded in event planning, regulation and practical action across FIM championships.

Biodiversity became a more central element of our environmental work in 2025, illustrated by the submission of our first report under the Sports for Nature framework.

Efforts focused on embedding nature-related considerations into event planning, strengthening alignment with international frameworks and demonstrating that motorcycling can

operate in a way that supports, rather than degrades, natural ecosystems.

Notably, around 80% of KiSS organisers implemented concrete biodiversity actions, indicating a broad level of adoption across our events.

These actions were varied but followed a consistent pattern. Across championships, organisers implemented habitat restoration

projects such as reforestation and site clean-ups, alongside measures to reduce pollution and protect local ecosystems.

Awareness campaigns in fan zones were used to communicate the importance of biodiversity, while partnerships with NGOs and local organisations supported conservation programmes and monitoring activities. Community

engagement also played a role, with fans, volunteers and riders involved in activities linked to ecosystem protection.

Crucially, biodiversity was not treated as a standalone initiative. The integration of the four Sport for Nature principles into the Environmental Code ensured that nature-related considerations were embedded within the regulatory framework governing events.

ASSESSING AND MANAGING BIODIVERSITY IMPACTS AT THE ANDORRA TRIALGP

Biodiversity considerations can be integrated into event planning through a structured assessment process, as demonstrated by the 2025 TrialGP event in Sant Julià de Lòria, Andorra.

The event was required to carry out a formal Environmental Impact Assessment (EIA) due to national legislation governing events in natural environments. This assessment analysed the full lifecycle of the event, including preparation, operation and dismantling, and focused specifically on the ecological characteristics of the area, such as habitats, flora, fauna and the presence of protected species.

From an operational perspective, the assessment examined how event activities could affect the natural environment. This included the management of waste and fluids, the use of environmental protection measures such as mats and spill prevention systems and the avoidance of water-based sections to protect aquatic ecosystems.

A key element of the approach was the use of baseline documentation and monitoring. Before the event, all sections were recorded with photographs and

mapped using GPS data. This provided a reference point to assess environmental conditions after the event and to evaluate the effectiveness of mitigation measures.

The monitoring process highlighted external factors affecting the environment. For example, some observed damage in river areas was attributed to natural events such as storms rather than the competition itself, underlining the importance of distinguishing between event-related impacts and broader environmental changes.

Collaboration between multiple stakeholders, including the national federation, local authorities, environmental departments and external consultants, supported the implementation of mitigation measures, ensuring that both regulatory requirements and environmental objectives were addressed throughout the event lifecycle.

Overall the process demonstrated that detailed biodiversity assessments can be implemented effectively at sports events with appropriate planning and coordination. The case also shows how environmental monitoring can provide evidence of impact and support continuous improvement in event delivery.





SPORT'S ROLE IN NATURE PROTECTION HIGHLIGHTED AT RIDE TO FIM AWARDS 2025 EVENT

As part of the Ride to FIM Awards 2025, the FIM hosted a dedicated biodiversity event at the International Union for Conservation of Nature (IUCN) headquarters in Gland, reinforcing its role as a signatory of the Sports for Nature Framework.

Bringing together representatives from across sport, academia and international institutions, the session explored how sport can act as a catalyst for environmental protection, restoration and education.

Contributions from speakers including Jana Janotova (IUCN), Cedric Vanden Bogaerde (AISTS), Filippo Veglio (UEFA), Kattia Juárez (FIM) and Victoria Peláez (MotoGP) highlighted the importance of combining strategy with practical implementation.

Discussions focused on the role of education in driving behavioural change, the potential of large-scale events to influence communities, and the responsibility of sport to integrate environmental considerations into decision-making.

The event provided a platform for shared learning and collaboration, linking the FIM's work more closely with the wider international sustainability community.

Improving consistency and quality across events

Environmental oversight is becoming more consistent, with stronger reporting revealing opportunities to improve event delivery.

A combination of structured processes, on-site oversight and post-event reporting continued to support the enforcement of environmental regulations at FIM events. The focus remained on ensuring compliance with the FIM Environmental Code, while improving the consistency and quality of implementation across events.

A central tool in this process is the Environmental Checklist, which is mandatory for FIM championship events. In 2025, compliance with this system remained high, with 94% of checklists submitted within 48 hours of event completion, compared to 88% in 2024 and 92% in 2023. This indicates continued progress in procedural adherence and reporting discipline across championships.

In 2025, we conducted 184 event inspections with Sustainability Stewards across six continents and eight disciplines. Several of these inspections covered

multiple championships, reflecting the scale and complexity of event oversight across the FIM calendar.

The checklists provide both qualitative and quantitative data, covering areas such as paddock facilities, waste management, biodiversity measures, public infrastructure and environmental planning. Each indicator is assessed using a standardised system (good, sufficient or unacceptable), allowing for comparison across events and over time.

Overall, the data suggests that organisers are broadly following the required procedures. However, the 2025 analysis also identified recurring gaps. In particular, non-compliance is often not reported or followed up with corrective actions, even when checklist indicators are marked as “unacceptable”. This limits the ability to identify issues and improve performance over time.



Several areas were identified as needing improvement. These include:

- Waste management infrastructure, such as recycling points and disposal of cooking oil
- Biodiversity measures and their promotion at events
- Public-facing aspects, including access to sustainable transport

- Certain legacy indicators that are no longer relevant and require revision

These findings highlight the need to refine the checklist system, both by updating outdated indicators and by strengthening requirements around reporting and corrective actions.

SUSTAINABILITY STEWARDS MOVING BEYOND COMPLIANCE

Sustainability Stewards and Sustainability Delegates remain central to the enforcement of regulations at event level. Their responsibilities include verifying compliance with the Environmental Code, supporting organisers in implementing measures, and completing post-event reporting.

In 2025, a network of trained stewards continued to operate across championships, with 21 events supported by Sustainability Delegates and 39 licensed International Sustainability Stewards affiliated with national federations.

Training and education also remained a priority. During the year, 77 participants took part in sustainability training programmes, with an increase in female participation compared to previous editions.

These programmes focused on building practical knowledge of environmental regulations, event operations and reporting requirements, helping to ensure a more consistent application of standards across events.

The role of the steward continues to evolve beyond compliance. In addition to inspection and reporting, stewards are increasingly involved in supporting organisers during event planning, providing guidance on environmental measures and contributing to awareness-raising activities on site. This reflects a shift toward a more proactive and advisory function within the overall system.



As a Sustainability Steward, I see my role as bridging the gap between sustainability strategy and real-life implementation at events. What motivates me most is working directly with organisers and teams, supporting them in understanding and applying environmental standards in a practical way.

Olaf Zehl, Germany

The most important thing I've been able to do this year is find my place as the environmental coordinator. I've been able to share ideas with the organisers and help make the event more sustainable so we can continue to enjoy motorcycling.

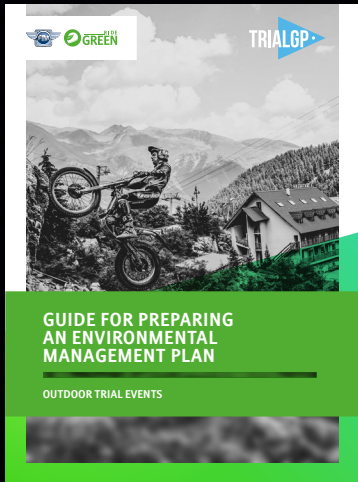
Laura Romero Parra, Spain

Motorsport is a key driver for environmental education. Races offer a unique opportunity to engage spectators as well as children in local schools."

Abimanju Lestarijono, Indonesia



TRAINING FOR SUSTAINABILITY STEWARDS AND DELEGATES



The Sustainability Steward programme continued to develop as a practical pathway for involvement in motorsport, including opportunities for women to volunteer and work within events.

A total of seven FIM Sustainability Stewards were active during the year, with more than

half completing their training and receiving certification through the FIM Academy. The training pathway was further strengthened by the role of the Sustainability Delegate, who supports high-profile events by validating implementation, reporting on performance and providing one-to-one guidance to stewards on site.

Educational materials were also enhanced, with updated working books aligned with online seminar content, new sustainable resources introduced for FIM seminars and a series of four videos produced in collaboration with the FIM Academy to clarify the steward role.

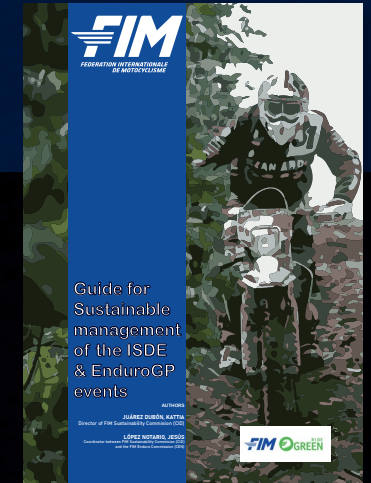
Ongoing coordination between the CID and the FIM Academy ensured consistency across training and delivery, while the programme also gained external recognition, with the FIA requesting FIM support in delivering seminars for its Environmental agents.

TRANSLATING REQUIREMENTS INTO PRACTICAL ACTION

Work in 2025 continued to strengthen the frameworks and tools supporting sustainable event delivery across disciplines. New guidance was introduced to support organisers, including the launch of an Enduro Management Plan guide and the ongoing revision of a dedicated Rally guide, helping to translate sustainability requirements into practical actions at event level.

This was complemented by closer collaboration across commissions, particularly with technical teams, where communication channels were used to share progress on topics such as sound control and alternative energy. Initial discussions were also launched to develop a certification process for environmental mats, reflecting a more structured approach to environmental protection measures.

At operational level, sustainability support was embedded directly within major events. As part of the production and sporting team



for the Six Days of Enduro, work focused on integrating environmental, social and governance considerations across all aspects of delivery, while also advising federations, organisers and promoters more broadly.

Awareness and engagement were supported through ambassador-led campaigns, with riders and fan communities contributing to sustainability messaging. Collaborative content featuring Josep García, Andrea Verona and Kyron Bacon helped promote positive behaviours and reinforce a shared commitment to more sustainable motorcycling.

Promoting sustainability across the motorcycling community

FIM's sustainability communications are connecting event-level action with wider awareness across the motorcycling community.

We continued to use our platform to promote sustainability across the motorcycling community, with a stronger emphasis on structured campaigns, coordinated messaging and measurable engagement. Activities were designed to connect environmental action at event level with broader awareness across riders, organisers and fans.



COORDINATING ACTION AROUND WORLD ENVIRONMENT DAY

Sustainability Week remained the central activation point for advocacy across the calendar. The initiative brought together championships, federations and promoters under a shared framework aligned with World Environment Day, creating a coordinated moment to communicate sustainability efforts across the sport.

During the week, activities were delivered across multiple levels, from championship-led campaigns to local initiatives at events. In EnduroGP, for example, the entire community of riders, organisers, industry stakeholders and fans were mobilised to highlight the role of the sport in environmental protection.

The initiative combined communication with practical actions. Campaigns included sustainability awareness videos, environmental messaging linked to global themes, and on-site engagement with participants.

The structure of Sustainability Week allows different disciplines to contribute in ways that reflect their specific context, while maintaining a consistent global message around environmental responsibility.



MORE THAN 200 YOUNG RIDERS TAKE PART IN RIDE GREEN CUP

The Ride Green Cup serves as a key grassroots activation, focusing on awareness and behaviour change among young riders. In 2025, the MX Junior edition in Romagné (France) brought together 240 riders from 30 countries, combining competition with sustainability messaging and participation-based activities. Ireland won the cup, with South Africa and Italy also shortlisted.

The initiative aligned with the World Environment Day theme #BeatPlasticPollution, encouraging participants

to reduce plastic use and adopt more responsible behaviours. Activities were structured around simple actions, including signing sustainability pledges, engaging in social media campaigns and promoting environmental responsibility within teams and paddocks.

By focusing on younger participants, the Ride Green Cup aims to embed environmental awareness early in the sporting pathway, linking education with participation in competition environments.

POSITIONING SPORT AS A PLATFORM FOR ENVIRONMENTAL ACTION

The FIM also engaged with the broader environmental community through participation in the IUCN World Conservation Congress in Abu Dhabi. The event brought together over 10,000 participants from more than 160 countries, including governments, NGOs, scientists and private sector organisations.

Engagement focused on positioning sport as a platform for environmental awareness and action, with discussions covering biodiversity, climate risks and nature-based solutions. Participation also provided an opportunity to exchange knowledge, strengthen partnerships and align FIM activities with international conservation frameworks.

CONNECTING AWARENESS WITH TANGIBLE ACTION



Awareness activities in 2025 were delivered through a combination of digital platforms, event-based initiatives and targeted campaigns. Sustainability messaging was increasingly integrated into championship communications, including websites and social media channels.

Across these channels, sustainability content reached over 38,000 accounts and generated more than 100,000 views

within a 90-day period, indicating growing engagement with environmental topics.

At event level, communication was often linked to practical actions, such as waste reduction campaigns, educational initiatives in paddocks and fan zones, and direct engagement with local communities. This approach connects awareness with visible actions, making sustainability more tangible for participants and spectators.



Promoting two-wheelers are part of a cleaner mobility system

FIM is helping position two-wheelers as practical contributors to Europe's cleaner mobility transition.

We continued to work with partners to highlight the role of motorcycling in Europe's mobility transition. This built on the 2024 Motorcycle Manifesto, developed with FEMA and ACEM, which called for motorcycles to be included in EU strategic policies for the 2024-2029 parliamentary term and positioned powered two-wheelers as part of a cleaner, more efficient and practical mobility system.

A key activity during the year was Riding together for Europe, organised with ACEM in Brussels. The event brought together representatives from the European Parliament, European Commission and other EU institutions for a summer ride focused on urban mobility. Participants were able to test a range of L-category vehicles, including several electric motorcycles and mopeds.





The event was shaped around the themes of the Motorcycle Manifesto, turning policy messages into a practical experience for decision-makers. In total, 18 Members of the European Parliament took part, an unusually high number for this type of activity. It was also the first MEP ride of its kind for around 15 years, providing a direct way to engage European policymakers on the role of motorcycling in urban transport.

The FIM also continued to follow developments linked to swappable battery technology. As a member of the Swappable Batteries Motorcycle Consortium, we support work to advance interoperability and standardisation for powered two-wheelers. In parallel, the EU-funded Stan4SWAP project progressed during 2025, with technical specification work having started in September 2024 and continuing through the year.

The project is expected to lead to an EU-backed technical specification around summer 2026, with the remaining work focused on the formal adoption and publication of the standards. While the FIM is not a member of Stan4SWAP, we support the process, recognising the role that common standards could play in making swappable battery systems more practical and accessible across Europe.

SOCIAL

REPRESENTATION, EDUCATION AND SAFETY

Social sustainability is becoming more practical through stronger representation, education, participation pathways and rider welfare.

We continued to take a more structured and practical approach to social sustainability in 2025. Across governance, participation and education, initiatives increasingly moved from intent to implementation.

Progress remained visible in representation, with women present across every FIM Commission for the first time and gradual increases at federation level. At the same time, leadership and mentoring programmes continued to support the development of a more diverse pipeline of future leaders.



MOTO MINI FIM WORLD SERIES



Participation pathways also expanded across disciplines. Development academies, new competitions and structured training environments created more opportunities for riders, contributing to increased visibility and broader engagement within the sport.

Education remained central to this progress. Through the FIM Academy, programmes were delivered across officials, federations,

staff and young riders, combining technical training with leadership development and practical application, supported by wider access to digital learning.

This was complemented by continued work on rider welfare, safeguarding and integrity, with education-led approaches strengthening the systems supporting participants and reinforcing a shared sense of responsibility across the sport.

Gender equality recommendations become practical action



Representation is improving as motorcycling strengthens pathways for women across leadership and competition.

Building on the foundations set out in 2024, the Women in Motorcycling Commission (CFM) continued to translate its Equal Gender Opportunities Recommendations into practical action across governance, competition and communication.

Progress remained steady, with female representation across FIM Commissions reaching approximately 16% in 2025. At federation level, women accounted for around 19% of leadership roles globally, including approximately 7% of Presidents and 32% of CEOs or Secretaries General.

Meanwhile, women represented around 7% of FIM licences across World Championships, Cups and Trophies, reflecting incremental growth alongside the continued expansion of pathways.



GOVERNANCE AND REPRESENTATION

A structural milestone was marked in 2025: for the first time, women were represented across every FIM Commission, achieving full gender diversity at governance level.

This shift was supported by a continued focus on education and long-term capacity building. Initiatives such as the She Leads Mentorship Programme, the FIM Future Leaders Programme and targeted diversity workshops, delivered in collaboration with the FIM Academy, aimed to strengthen the pipeline of women progressing into leadership and Commission roles.

In parallel, the implementation of the FIM Portrayal Guidelines was reinforced through dedicated campaigns, role model storytelling and a three-part webinar series, supporting more consistent and inclusive representation across FIM communication channels.

EXPANDING PATHWAYS AND PARTICIPATION

On track, the 2025 season reflected both consolidation and growth. The FIM Women's Speedway Gold Trophy, held in Donji Kraljevec, Croatia, brought together an international field of riders across senior and youth categories, highlighting the strengthening of development pathways.

Delivered alongside the Women's Speedway Academy, the event enabled riders to apply newly developed skills in a competitive environment, contributing to increased visibility and progression opportunities within the discipline.

Across disciplines, structured development programmes continued to expand. The MXGP Women's Academy in Ernée brought together 16 riders for a combined programme of technical coaching and race environment education, including dedicated sessions for parents. The Women's Speedway Academy and the Women's Trial Academy further reinforced discipline-specific pathways, with the latter engaging 36 participants through a programme combining technical, physical and mental development alongside coach education.

In motocross, WMX Track Walks were delivered across three rounds, supporting knowledge sharing, rider confidence and community building, with strong participation throughout the season.

In terms of competition structure, 2025 saw the introduction of the FIM Junior Women's Enduro World Cup and the FIM Women's X-Trial Trophy. Further expansion is planned for 2026, including the FIM Women's Trial2 World Championship, a Women's Hard Enduro World Cup and a Women's Speedway World Cup.





FIM SHE LEADS MENTORSHIP PROGRAMME

The launch of the FIM She Leads Mentorship Programme marked a significant step in leadership development. Designed as a global initiative, the programme connected experienced professionals from across motorcycling and sport with aspiring female riders, officials and industry professionals through structured one-to-one mentoring relationships.

Following more than 50 applications across six continents, 15 mentor-mentee pairs were selected, reflecting a wide range of disciplines and regions. Delivered as a six-month pilot and supported through a dedicated mentoring platform, the programme focused on leadership development, career progression and personal growth. Early outcomes will inform future editions, supporting the long-term development of women's leadership pathways within motorcycling.

EDUCATION, AWARENESS AND INTERNATIONAL ENGAGEMENT

Education remained central to the implementation of the Equal Gender Opportunities Recommendations. The FIM Portrayal Webinar Series brought together more than 100 participants from sport federations, media organisations and research institutions, addressing topics such as representation in sport media, the role of partnerships and the evolution of role models.

This was complemented by a dedicated diversity workshop for Secretaries General, engaging



16 National Federations and supporting the integration of inclusion into governance and operational practices.

At an international level, the FIM contributed to the ASOIF/IOC Women's Leadership Workshop, sharing its approach while benefiting from the exchange of perspectives and practices across the wider sport community.

COMMUNICATION AND VISIBILITY

Digital platforms continued to support visibility and engagement. In 2025, the CFM's social media channels grew by approximately 28% on Instagram and 4% on Facebook, reaching around 340,000 users on Facebook and generating close to one million views on Instagram.

Campaigns aligned with International Women's Day and Sustainability Week, alongside the Women Pathways Campaign, highlighted diverse roles across the motorcycling ecosystem, from sporting performance to leadership and governance. Role-model-focused and video content generated the highest engagement, supporting wider reach and impact.



Developing skills across the FIM Family

FIM Academy programmes are strengthening leadership and capacity across the wider motorcycling community.

Education continued to be a central part of the FIM's work in 2025, with the FIM Academy supporting National Federations, Continental Unions, commissions, officials, staff and young riders through a wider range of learning programmes.

The year was marked by a more structured approach to leadership development, practical training and internal capacity building, with education increasingly used as a tool to strengthen the long-term development of motorcycling.



FIM Future Leaders Programme



PREPARING FUTURE LEADERS

The main development in 2025 was the launch of the FIM Future Leaders Programme, an eight-month learning pathway for high-potential employees from National Federations and Continental Unions. The programme was designed to help federations develop future leaders with stronger skills in governance, strategy, communication, inclusion and sustainability.

The first cohort included 20 participants from 14 National Federations across five continents, with equal representation of men and women. This gender balance reflected the FIM's wider focus on inclusive leadership and helped ensure that the programme supported a more diverse leadership pipeline.

The programme combined webinars, coaching, mentoring, group projects and a final two-day workshop at FIM headquarters in Mies, Switzerland. Participants worked on real challenges facing their federations through capstone projects, applying what they had learned to practical issues in governance, strategy and organisational development.

One of the outcomes was the development of new federation projects, including a proposal from Kenya that has already been taken forward through the FIM Mentoring Programme. This link between learning and implementation is important. It shows how education can move beyond individual development and support practical change within National Federations.

FIM ACADEMY

EXPANDING ACCESS TO LEARNING

Alongside the Future Leaders Programme, the FIM Academy continued to deliver education at scale through seminars and digital learning.

In 2025, 55 FIM seminars were delivered across 18 countries and six continents, including seven online seminars. In total, 928 participants attended FIM seminars during the year.

These seminars covered sporting regulations, technical and safety procedures, stewarding, medical standards, sustainability practices and organisational requirements. They were delivered in collaboration with FIM Commissions, National Federations, Continental Unions and external instructors, helping to maintain consistency across disciplines and regions.

The FIM Academy e-learning platform also continued to develop. It provides open-access modules, seminar preparation materials, federation-specific content and dedicated learning spaces for programmes such as Future Leaders. In 2025, new digital materials included disciplinary procedures, training camp resources and webinar recordings on topics such as sustainability, online abuse and public affairs.

Dedicated learning spaces were also created for FIM Oceania and SwissMoto, allowing federations to manage their own national-level education while remaining aligned with FIM standards.



BUILDING PRACTICAL EXPERTISE

A key focus in 2025 was making training more practical. This was especially visible in the work with the International Technical Commission, where the education pathway for Technical Stewards was redesigned. The new structure includes Level 1 training for foundational technical inspection skills and Level 2 training for experienced Senior and Chief Technical Stewards.

Level 2 sessions were delivered at the FIM Technical Lab, using practical workshops on motorcycle inspections, sound control, electronic systems, equipment checks and e-bike procedures. This approach gives officials direct experience with motorcycles and technical equipment, rather than relying only on classroom-based learning.

The FIM Instructor Certificate also continued in 2025, with 12 instructors attending Module 1 and eight completing Module 2. The programme aims to improve the quality and consistency of seminar delivery, with certification expected to become mandatory for all FIM seminar instructors by 2027.

EDUCATION FOR SAFETY, WELFARE AND INTEGRITY



Education also supported new work on athlete welfare and clean sport. The FIM Academy worked with the Medical Commission on the development of the FIM Concussion Guidelines, which were approved at the end of 2025 and became active for the 2026 season. The guidelines will be supported by webinars and awareness activities to help federations, officials and medical personnel understand their responsibilities.

The FIM also developed its Safeguarding Framework during 2025, with awareness activities planned to support implementation from 2026. The framework provides guidance on responsibilities, reporting procedures and participant welfare, reinforcing the FIM's commitment to a safe and ethical environment.

In clean sport, the FIM continued to build internal expertise through the International Clean Sport Educator programme, with Barbara Vicentini, Chloé Vermot and Evelyne Magnin completing the 12-week training. The FIM community was also invited to participate in the ITA's multilingual International Federation webinar series, which attracted 63 live attendees and received strong feedback from participants.

SUPPORTING STAFF DEVELOPMENT

Education was also extended internally. In 2025, the FIM Academy coordinated 24 staff education programmes, including seven internal and 17 external programmes. These resulted in 117 total participations, involving 38 unique staff members, representing 67.16% of the FIM workforce.

Training included language development, peer learning, Microsoft 365 tools, technical motorcycle workshops and media training. This reflects a broader approach to education, where staff development is treated as part of organisational capacity building, not only individual professional development.



Preserving the heritage of motorcycling

The new museum connects motorcycling's heritage with education, public engagement and future development.

In 2025, the International Foundation for Motorcycling's main focus was the development and opening of the FIM Racing Motorcycle Museum. The project formed part of the Foundation's wider role in supporting the FIM's activities beyond sport, including education, safety, sustainability, mobility, women's participation, touring and the preservation of motorcycling heritage.

The museum was inaugurated on 6 December 2025 in Lausanne, alongside the FIM Awards and General Assembly.

The event brought together the 2025 FIM World Champions, representatives of the FIM Family, Swiss authorities and other guests, with more than 800 people attending during the day. It also marked the first inductions into the museum, recognising figures who have made a major contribution to the history and development of motorcycling.

The project required significant investment of time and resources. The former FIM headquarters building was transformed

into a museum within one year, with FIM staff closely involved in its development, organisation and delivery. While the building remains owned by the FIM, the museum is managed by the Foundation, which oversees the loan agreements for the motorcycles and objects displayed.

The museum is structured around three main themes: the people who have shaped motorcycling, the evolution of technology, and the connection between competition and everyday mobility.

Alongside the stories of riders, promoters and other contributors to the sport, the museum highlights how technical advances developed through racing have influenced wider motorcycling, particularly in areas such as safety.

Education is also central to the project. Through an agreement with the Canton of Vaud, the museum will be open free of charge to schoolchildren from the canton, providing an opportunity to introduce young people to motorcycling, explain how the sport works and highlight topics such as safety, technology and responsible mobility.

The opening of the museum also provided an opportunity to recognise the FIM's relationship with its host region. By holding the FIM Awards and General Assembly in Lausanne in 2025, the FIM was able to acknowledge the support of the Swiss authorities and the Canton of Vaud, where the organisation has been based for more than three decades.

For the Foundation, the museum represents a long-term platform for preserving the history of motorcycling while supporting education and public engagement. It connects the sport's heritage with its future development, showing how the achievements, technologies and people of the past continue to shape motorcycling today.

Advancing rider protection through data and education

Data, research and education are strengthening rider protection, medical standards and anti-doping prevention.

Our medical and anti-doping work continued to strengthen the link between research, regulation and education, with a clear focus on improving rider protection and promoting long-term wellbeing across all disciplines.

Within the International Medical Commission (CMI), a key milestone was reached with representation from all Continental Unions, including the appointment of a member from FIM Africa. This broader global perspective supports a more consistent and informed approach to medical standards worldwide.

Collaboration with the Technical Commission remained central, with continued progress on the second phase of the helmet homologation programme and further development of airbag systems, informed by detailed analysis of rider injuries.

The development of sport-specific concussion guidelines was a major focus throughout the year. Building on

discussions at the 2024 Medical Summit, these guidelines were finalised in 2025 and will be published at the start of the 2026 season, supported by practical materials for riders, teams and medical staff. Their implementation will be monitored and refined over time, reflecting ongoing advances in medical understanding.

Alongside this, the injury surveillance programme continued to evolve. A research paper submitted to the British Journal of Sports Medicine outlined a new, standardised approach to recording and analysing injuries, aligned with international and Olympic frameworks.

The programme introduces more consistent tracking of injury types, recovery times and return-to-sport outcomes, providing a stronger evidence base to inform safety initiatives. This was supported by the transition to a fully digital injury database, improving accessibility and enabling future expansion across national, continental and international competitions.



In anti-doping, we maintained our emphasis on education-led prevention through its collaboration with the International Testing Agency (ITA). Interactive webinars and expanded in-person sessions reached 204 riders across 10 championships in 2025, contributing to a total of 759 riders educated since 2023.

Covering topics such as supplements, recreational substances and performance-enhancing drugs, these initiatives focused on the health risks associated with doping and the importance of informed decision-making.

ECOSYSTEM

DRIVING COORDINATED ACTION

Delivering sustainability in a global sport depends on the strength of its ecosystem.

From promoters and circuits to federations and regional bodies, progress is shaped by how effectively shared objectives are translated into local action. In 2025, this collective approach continued to evolve, with a stronger emphasis on coordination, practical implementation and the exchange of knowledge across the FIM Family.

Promoters remained central to this process, bridging strategy and delivery across diverse operational contexts. In MotoGP, MotoGP Sports Entertainment Group focused on strengthening systems, refining emissions data and embedding more consistent ESG frameworks across 22 events in 18 countries. This included the development of new tools to improve data quality and enable year-on-year tracking, alongside continued collaboration with circuits on renewable energy, biodiversity and education initiatives.

In EnduroGP, Prime Stadium delivered a decentralised model built on local

action, with all events implementing Environmental Management Plans and a growing number achieving KiSS certification. Practical measures such as waste systems, local sourcing and community engagement were combined with longer-term initiatives, including the expansion of the EnduroGP Forest project.

Motocross continued to support the Ride Green Cup alongside a range of other sustainability initiatives in 2025, while also beginning to collaborate across new areas of action. This broader approach was reflected in increased engagement from other promoters, including Hard Enduro and Rallies, while Trial remained a leading discipline directly managed by the FIM, continuing to set a strong example in sustainable event delivery.

Across the wider FIM Family, sustainability activity continued to grow, although unevenly. Survey data showed that more than half of responding National

Federations are now undertaking environmental initiatives, highlighting both progress and the need for targeted support where capacity remains limited.

Continental Unions played a key role in this regard, adapting global frameworks to regional realities through governance, education and event-level implementation.



Promoters translate strategy into delivery

Across championships, operational partners are helping embed sustainability into how events are planned and delivered.

Across FIM championships, promoters play a central role in translating sustainability strategy into operational reality. Working across different geographies, infrastructures and stakeholder environments, they bridge global objectives with local implementation.

In 2025, both MotoGP Sports Entertainment Group (MotoGP) and Prime Stadium (EnduroGP) continued to deepen this role, focusing on more structured systems, improved data and stronger integration of sustainability into event delivery.



STRENGTHENING SYSTEMS, DATA AND CIRCUIT-LEVEL DELIVERY ACROSS MOTOGP

With 22 Grands Prix held across 18 countries, MotoGP Sports Entertainment Group used 2025 to consolidate its approach to organisational decarbonisation and operational integration.

A key focus was the refinement of emissions scopes, including the reclassification of key sources and the inclusion of previously

unaccounted suppliers within operational control. This work underpinned the development of a roadmap targeting a 50% reduction in Scope 1 and 2 emissions by 2030.

Alongside decarbonisation, significant effort was placed on improving data quality and consistency. Recognising the complexity of operating across multiple circuits and contexts, MotoGP Sports Entertainment Group developed new tools to support standardised data collection, tracking and reporting. These tools are designed to allow

circuits to build continuity from one season to the next, enabling the follow-up of actions and the gradual introduction of new initiatives.

At event level, this translated into closer collaboration with circuits to deploy ESG frameworks more systematically. The approach combines central guidance with local adaptation, allowing organisers to respond to their specific environmental and social context.

Examples include renewable energy investments and infrastructure improvements

at circuits such as Silverstone, alongside partnerships with universities, NGOs and local institutions to deliver biodiversity, education and reforestation initiatives. Rider engagement, particularly in community and education activities, also continued to support awareness and visibility.

Certification also remained an important pillar, with MotoGP maintaining ISO 20121 (sustainable events) and ISO 45001 (health and safety) standards, reinforcing a structured approach to event management and continuous improvement.

EMBEDDING SUSTAINABILITY THROUGH LOCAL ACTION AND COMMUNITY ENGAGEMENT AT ENDUROGP

In EnduroGP, promoted by Prime Stadium, sustainability is delivered through a decentralised, event-driven model. The 2025 season included seven rounds across Europe, with 100% of events implementing Environmental Management Plans and being part of the FIM KISS (Keep It Shiny and Sustainable) programme.

At event level, initiatives focused on practical, locally relevant actions. These included the elimination of single-use plastic water bottles in hospitality, the installation of grey water and wastewater systems to prevent soil contamination, and the creation of waste segregation and recycling systems across paddocks and fan areas. Local sourcing of food and services was prioritised, supporting regional economies while reducing transport-related impacts.

Community engagement remained a defining feature. Across the season, events integrated school programmes, environmental education sessions and volunteer-led initiatives, with more than

700 volunteers involved in sustainability and safety activities. Inclusive practices were also evident, including guided paddock visits for people with disabilities and community-led cultural activities.

Environmental initiatives extended beyond race operations. The EnduroGP Forest project continued to grow in 2025, supporting the offsetting of emissions from motorcycles, support trucks and team travel.

The programme contributed to the planting of nearly 3,000 trees across multiple countries, reinforcing a longer-term environmental legacy. Additional biodiversity actions, such as insect habitats, wildflower planting and habitat protection, were implemented at several rounds.



More than half of National Federations undertake sustainability activities

Federation survey results show growing activity, while highlighting where practical sustainability support is still needed.

National Federations operate in different contexts, with different levels of resource, staffing and regulatory pressure, which makes it important to understand where sustainability activity is already taking place and where further support may be needed.

One of the main tools for building this understanding is the FIM's biennial survey of National Federations. The survey gathers information across a wide range of areas, including licences, events, education, governance, e-bikes, safety, communication and sustainable development.

In the latest survey, 111 of 123 National Federations responded to the question on whether they undertake environmental sustainability activities, giving a response rate of just over 90%.

Of those that responded, 63 National Federations said they undertake activities in the field of environmental sustainable

development, while 48 said they do not. This means that around 57% of responding federations reported some form of environmental sustainability activity.

The results show that sustainability is already present across a significant part of the FIM Family, but also that there remains a large group of federations where activity is either not yet established or not being reported.

This variation is important. Some federations have dedicated staff, formal programmes and experience working with public authorities or environmental regulations. Others are volunteer-led, operate with limited budgets and may need more basic, practical support.

The survey therefore provides more than a snapshot of current activity. It helps identify where the FIM can offer targeted guidance, share examples of good practice and make existing resources easier to access. This is



particularly important for newer or smaller federations, where simple tools, clear explanations and practical examples can make it easier to integrate sustainability into event planning and federation operations.

57%
OF NATIONAL FEDERATIONS HAVE SUSTAINABILITY ACTIVITIES

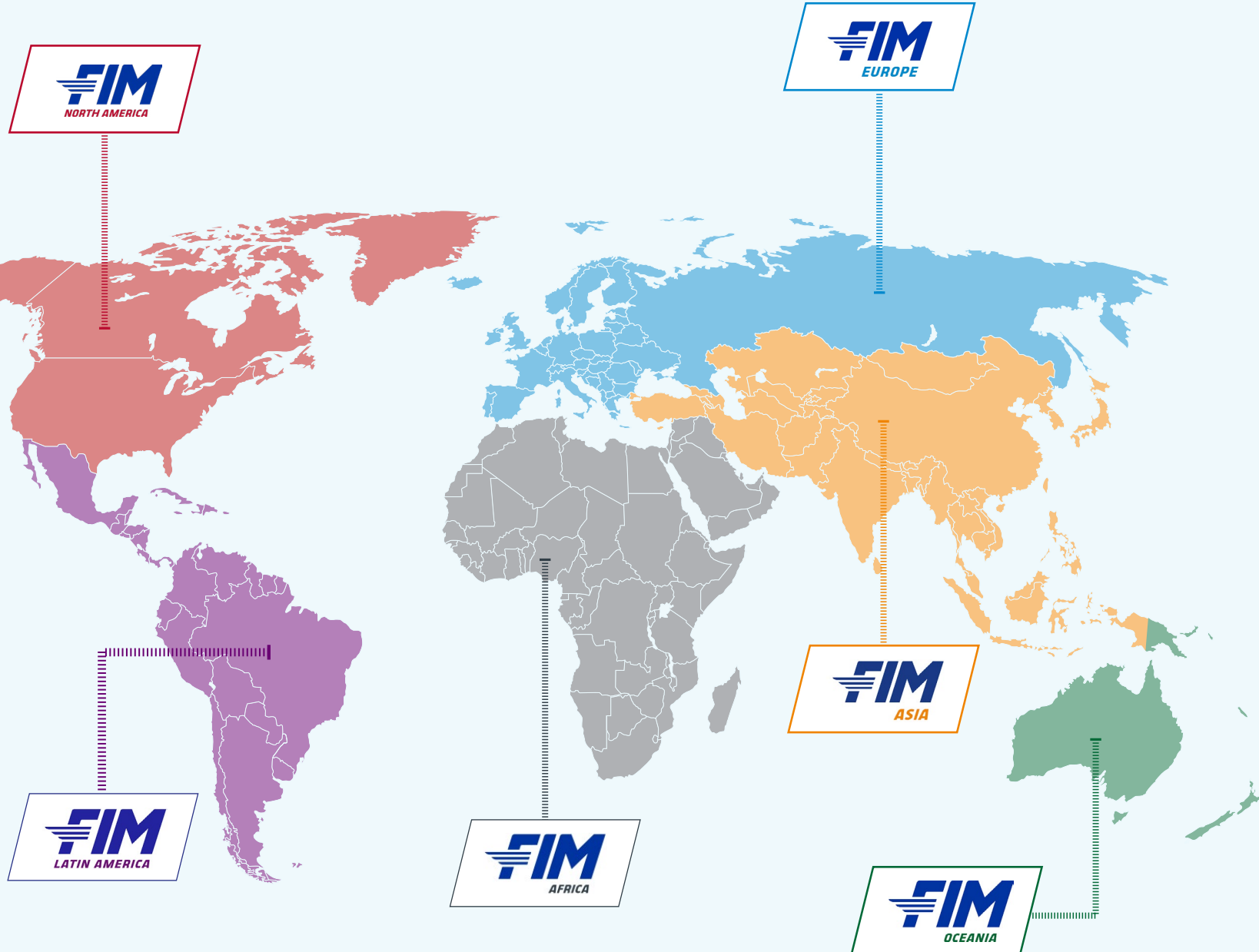
Continental approaches to sustainability

Continental Unions are helping adapt global sustainability priorities to regional contexts and local needs.

The FIM Continental Unions (CONUs) represent motorcycling across each region of the world, supporting the development of the sport while ensuring coordination at a continental level.

While the FIM defines the overall direction for sustainability through its global strategy and frameworks, the CONUs play a key role in applying these priorities within their respective regions. Working closely with National Federations, they support the implementation of sustainability initiatives in ways that reflect local conditions, structures and challenges.

The following section highlights selected sustainability activities delivered across the CONUs in 2025, illustrating how these approaches are being applied in different contexts.



EUROPE

Activity focused on coordination, governance and the development of common tools. The FIM Europe Sustainability Commission met regularly throughout the year and expanded its structure, including new members and observers representing a wider range of federations. Work continued on aligning activities with the UN Sustainable Development Goals, alongside updates to internal documents and communication platforms.

At event level, sustainability oversight was supported through a network of environmental delegates and stewards. In 2025, 69 stewards from 27 countries contributed to 137 events, completing environmental checklists and reports to monitor implementation. This was supported by the ongoing development

of the SUSCOM (Sustainability Compliance Management) system, designed to strengthen reporting and consistency.

The region also continued to link sustainability with education and awareness. This included the Young Riders Education project, delivered during events such as the European 250cc Pairs Speedway Championship in Gdańsk, and coordinated campaigns around Earth Day and Sustainability Week, focusing on themes such as renewable energy and plastic pollution.

ASIA

Sustainability activity combined international event frameworks with locally

delivered initiatives. Major events such as MotoGP rounds operated within established environmental programmes, while additional actions focused on biodiversity and education.

At Motegi, environmental activities included forest conservation and tree planting linked to the event footprint, with participation from riders and local students. In Indonesia, large-scale engagement programmes connected more than 1,500 students with road safety and environmental awareness initiatives, linking education with community outreach.

NORTH AMERICA

National federations were primarily responsible for delivering sustainability activities. Environmental requirements are integrated

into regulations and event operations, supported by trained sustainability officials.

In 2025, international events in the region were delivered with sustainability oversight, including events with large numbers of international participants. This required coordination across different standards and levels of experience, with sustainability stewards supporting implementation and compliance in line with FIM requirements.

OCEANIA

Sustainability was embedded within regional planning and event delivery. The FIM Environment Code is incorporated into the CONU's strategic framework, alongside programmes focused on noise monitoring, recycling and waste oil management.

Sustainability stewards supported both international and domestic events, with an emphasis on training and mentoring new officials, ensuring continuity and knowledge transfer across the region.

LATIN AMERICA

Activity focused on implementation at event level and strengthening federation capacity. This included the translation and dissemination of the FIM Environmental Code, delivery of seminars and the appointment of sustainability officers across events in multiple disciplines.

Efforts also focused on improving environmental practices in off-road disciplines such as rally and enduro, where event formats require specific approaches to land use and environmental management.

AFRICA

Activities focused on strengthening participation, safety and long-term development across the region. Programmes supported women in motocross, expanded medical training and mentorship and promoted safer everyday riding practices through awareness campaigns. Environmental training sessions were also delivered to help federations align with FIM sustainability standards. These initiatives reflected a broader effort to build local capacity, encourage inclusion and connect motorcycling with wider social and community impact objectives.



Connecting people, places and purpose

Touring events are promoting responsible travel, community connection and positive local impact through motorcycling.

Across a 2025 calendar of 61 events, including flagship gatherings such as the FIM Rally, FIM Motocamp and the FIM Mototour of Nations, FIM Touring continued to demonstrate how motorcycling can bring people together while supporting a more responsible approach to travel.

The season saw encouraging developments in participation, with strong international representation across events and inspiring

examples of intergenerational engagement and increased involvement of female riders.

These trends reflect a discipline that has long been open and accessible, but which continues to evolve in a positive direction. At the same time, host regions benefited from a growing economic impact, with riders contributing to local accommodation, gastronomy and services as they travelled.

At the heart of this approach is the work of the Touring and Leisure Commission (CTL), which promotes motorcycling as a facilitator of sustainable mobility and responsible tourism. Routes are

carefully designed to balance scenic value, safety and accessibility, while encouraging respect for local communities and natural environments. Riders are supported through briefings and on-site communication that promote responsible behaviour, from staying on designated roads to minimising noise and waste.

In 2025, this philosophy was further strengthened through the introduction of the International Travelers Challenge. With more than 1,000 points of interest across Europe and northern Africa, the initiative encourages riders to plan journeys that explore diverse regions and cultures, rather than following a single fixed route.

By rewarding discovery and engagement, the Challenge fosters a sense of community while supporting local economies and reducing unnecessary mileage.

Sustainability remained a central theme throughout the touring calendar. Events increasingly integrated environmental awareness into their activities, with early steps taken towards circular practices, including the reuse of materials and the reduction of single-use plastics. In key events such as the FIM Rally and Motocamp, dedicated Sustainability Delegates helped embed these principles, while organisers began to introduce more structured local collaborations.



REFOREST PORTUGAL CAMPAIGN BRINGS ENVIRONMENTAL EDUCATION TO THE TOUR

The tenth edition of Lés a Lés OffRoad offered a strong example of how touring can combine adventure with environmental engagement. From 1-4 October, riders travelled approximately 900 kilometres across Portugal, from Chaves in the north to Lagoa on the southern coast, passing through Penamacor and Reguengos de Monsaraz. The route provided a journey through changing landscapes while creating opportunities to connect with local communities.

A key initiative was the “Reforest Portugal from End to End” campaign, which brought environmental education directly into the tour. At each stage, organisers worked with local schools to raise awareness about biodiversity, forest recovery and the importance of native tree species.

In Chaves, around 200 students took part, learning about forest ecosystems before planting a birch tree in their schoolyard. In Penamacor, nearly 150 students planted three strawberry trees and two cork oaks, supported by local forestry officials. Further south, pupils from schools near Reguengos de Monsaraz participated in planting ash trees, reinforcing the message across different regions.

These activities extended the impact of the event beyond the riders themselves, creating a link between motorcycling and long-term environmental stewardship. By combining education with practical action, the initiative demonstrated how touring can contribute to both local awareness and tangible ecological outcomes.

Continued collaboration with the FIA

FIM and FIA cooperation continues through aligned standards and shared action on safer sporting environments.

We continued our long-standing collaboration with the Fédération Internationale de l'Automobile (FIA), with a shift towards a more streamlined and focused structure.

Following the dissolution of the formal joint committee in May, cooperation remains active, particularly in the alignment of Environmental and Medical Codes.



Beyond regulatory work, we strengthened our joint efforts on social issues. We continued to be an active partner in the FIA-led 'United Against Online Abuse' (UAOA) coalition, supporting awareness and education across the sport. This included a dedicated webinar for FIM Future Leaders, providing insight into the challenges and impacts of online abuse.

The 2025 UAOA Barometer further underlined the importance of this work, with findings showing that 90% of sports federations believe online abuse could lead athletes to leave their sport. Together, our organisations continue to use our collective influence to address shared challenges and promote a safer, more respectful sporting environment.

LOOKING AHEAD



From foundations to acceleration

As we close the 2021-2025 strategic period, our focus turns to what comes next.

Over the past five years, sustainability has moved from a defined set of objectives to a more integrated way of working across the FIM. Structures are in place, responsibilities are clearer and, increasingly, action is supported by data, systems and collaboration across the ecosystem. The challenge now is to build on this foundation with greater consistency, ambition and impact.

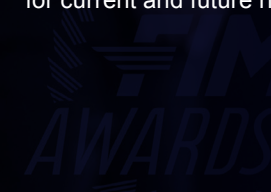
The next strategic period will place a stronger emphasis on coordination and measurable progress. Climate action will evolve from initial frameworks and pilot initiatives into a more structured, organisation-wide approach, supported by improved emissions data, clearer reduction pathways and closer alignment with promoters and partners.

At the same time, biodiversity will continue to develop as a central pillar of our work,

moving beyond individual initiatives toward a more systematic integration into event planning and regulatory frameworks.

This transition also reflects a broader shift in how sustainability is understood within the FIM. It is no longer treated as a standalone programme, but as a core element of governance, operations and long-term decision-making – connected to safety, education, participation and the future viability of the sport.

Looking ahead, progress will depend on maintaining this alignment across a global and decentralised network. By strengthening collaboration, improving measurement and continuing to embed sustainability into everyday practice, we aim to ensure that motorcycling can continue to evolve in a way that is responsible, resilient and accessible for current and future riders.



APPENDIX

GRI content index

FIM has reported the information cited in this GRI content index for the 2025 calendar year with reference to the GRI Standards.

GRI STANDARDS	DISCLOSURE	LOCATION
General disclosures		
GRI 2: General Disclosures 2021	2-1 Organisational details	2-1-a Legal name – Fédération Internationale de Motocyclisme (FIM) 2-1-b Legal form – International non-profit association governed by Swiss law 2-1-c Headquarters – Mies, Switzerland 2-1-d Countries of operation – Global, through 123 affiliated national federations and six continental unions
	2-2 Entities included in sustainability reporting	The report covers the FIM as an organisation, including its governance bodies, commissions, administration, programmes and events, and captures contributions from promoters, organisers, National Federations, riders and partners.
	2-3 Reporting period, frequency and contact point	2-3-a Reporting period and frequency – 2025 calendar year; annual sustainability reporting 2-3-b Financial reporting period – not disclosed in source material 2-3-c Publication date – June 2026 2-3-d Contact point – cid-director@fim.ch
	2-4 Restatements of information	No restatements identified in the source material.
	2-5 External assurance	No external assurance disclosed.
	2-6 Activities, value chain and other business relationships	The FIM governs and regulates international motorcycling across multiple disciplines and oversees more than 150 championships and more than 1,500 events annually. Its value chain includes National Federations, Continental Unions, promoters, organisers, circuits, teams, manufacturers, riders, officials, volunteers, suppliers, partners and host communities.
	2-7 Employees	The FIM operates through its administration based in Switzerland, supported by staff.
	2-8 Workers who are not employees	The FIM relies on a global network of officials, volunteers, stewards, delegates and commission members who support event delivery, regulation and governance.

GRI STANDARDS	DISCLOSURE	LOCATION
General disclosures		
	2-9 Governance structure and composition	The FIM governance model combines democratic representation and specialist expertise. Key bodies include the General Assembly, Board of Directors, Executive Board and specialist commissions, including the International Sustainability Commission.
	2-10 Nomination and selection of the highest governance body	Board members are elected representatives from different regions, supporting geographic representation across the FIM's global structure.
	2-11 Chair of the highest governance body	The President chairs the Board of Directors.
	2-12 Role of the highest governance body in overseeing the management of impacts	Governance bodies oversee strategic priorities, risk management and organisational performance. Sustainability is integrated into this structure, with the Board, Executive Board and commissions supporting direction, oversight and alignment with the FIM Sustainability Strategy 2021–2025.
	2-13 Delegation of responsibility for managing impacts	Operational responsibility is delegated across executive management, commissions, promoters, organisers and National Federations. The International Sustainability Commission guides sustainability strategy, supports delivery and coordinates activity across disciplines.
	2-14 Role of the highest governance body in sustainability reporting	Governance bodies oversee reporting processes, supported by the International Sustainability Commission and internal contributors across the FIM Family.
	2-15 Conflicts of interest	Conflicts of interest are addressed through FIM governance structures and ethical frameworks, including the Code of Ethics.
	2-16 Communication of critical concerns	Critical concerns may be communicated through ethics, safeguarding, medical, anti-doping, environmental and internal reporting structures.
	2-17 Collective knowledge of the highest governance body	The Board combines expertise across regions and disciplines and is supported by specialist commissions, including the International Sustainability Commission.
	2-18 Evaluation of the performance of the highest governance body	Periodic evaluations focus on strategic effectiveness, compliance, risk oversight, ethical conduct and stakeholder engagement.
	2-19 Remuneration policies	Governed by internal policies, financial regulations and Swiss labour law for staff. Further detail not disclosed.
	2-20 Process to determine remuneration	Managed by the administration under internal HR policies and regulatory frameworks. Further detail not disclosed.
	2-21 Annual total compensation ratio	Not disclosed.

GRI STANDARDS	DISCLOSURE	LOCATION
General disclosures		
	2-22 Statement on sustainable development strategy	The 2025 report marks the final year of the FIM Sustainability Strategy 2021–2025. The strategy is built around six priorities: People, Awareness, Sustainable Events, Sustainable Development Goals, Climate and Governance.
	2-23 Policy commitments	Key commitments include health, safety and environmental standards; ethical conduct; inclusion and non-discrimination; sustainability and climate action; safeguarding; anti-doping; and compliance with relevant regulatory frameworks.
	2-24 Embedding policy commitments	Policies are embedded through governance structures, commissions, codes, operational guidance, event-level checklists, Sustainability Stewards and Delegates, training, and collaboration with promoters and organisers.
	2-25 Processes to remediate negative impacts	The FIM uses due diligence, environmental assessments, event inspections, corrective actions, steward oversight and stakeholder collaboration to identify, prevent, mitigate and address impacts.
	2-26 Mechanisms for advice and raising concerns	Mechanisms include the Code of Ethics, safeguarding framework, Medical Code, Environmental Code, governance channels and event-level reporting processes.
	2-27 Compliance with laws and regulations	The FIM complies with Swiss law, international sports governance standards, environmental and safety regulations, anti-doping frameworks and human rights principles.
	2-28 Membership associations	The FIM is composed of 123 National Federations and works with international bodies including the IOC, IUCN, ACEM, FEMA and other sport and mobility stakeholders.
	2-29 Approach to stakeholder engagement	The FIM engages with riders, fans, National Federations, promoters, partners and the wider motorcycling community through events, digital platforms, social media channels and broadcast media. In 2025, digital engagement continued to grow across major championships and events. TrialGP recorded 30,000 Facebook followers (+25% vs 2024), 1.1 million Facebook reach (+92%), and 105,000 visits (+34%). Instagram reached 40,000 followers (+12%), 968,000 reach (+11%) and 64,000 visits (+22%). TrialGP YouTube content generated 227,000 views (+14%), while FIM-MOTO.TV live broadcasts generated 500,000 views (+56%). 6DAYS recorded 41,000 Facebook followers (+13%), 4.1 million reach and 78,000 engagements. Instagram reached 61,000 followers (+25%), 11.5 million reach and 1.3 million engagements. YouTube content generated 183,000 views (+8%), while FIM-MOTO.TV live broadcasts generated 62,000 views (+59%). These channels support awareness raising, stakeholder engagement and communication of sustainability, sporting and organisational initiatives.
	2-30 Collective bargaining agreements	Not disclosed.

GRI STANDARDS	DISCLOSURE	LOCATION
Material topics		
GRI 3: Material Topics 2021	3-1 Process to determine material topics	The FIM's material topics have been inferred from the Sustainability Strategy 2021–2025, the 2025 report scope, governance priorities, programme reporting, event-level data, stakeholder contributions and the organisation's stated focus on environmental, social and governance dimensions. The process reflects the GRI definition of impacts as positive or negative changes in the economy, environment or people resulting from activities, relationships or services.
	3-2 List of material topics	Material topics identified: climate action and emissions; sustainable events and environmental management; biodiversity and nature protection; sustainable fuels and technical regulation; sustainable mobility and operational efficiency; waste and circularity; safety and rider protection; education and capacity building; inclusion and representation; governance, ethics and compliance; stakeholder engagement and community impact.
	3-3 Management of material topics – Climate action and emissions	Topic managed through the FIM Sustainability Strategy 2021–2025, relevant commissions, event-level requirements, programme delivery and reporting. See topic-specific disclosures below for supporting information, metrics and examples.
	3-3 Management of material topics – Sustainable events and environmental management	Topic managed through the FIM Sustainability Strategy 2021–2025, relevant commissions, event-level requirements, programme delivery and reporting. See topic-specific disclosures below for supporting information, metrics and examples.
	3-3 Management of material topics – Biodiversity and nature protection	Topic managed through the FIM Sustainability Strategy 2021–2025, relevant commissions, event-level requirements, programme delivery and reporting. See topic-specific disclosures below for supporting information, metrics and examples.
	3-3 Management of material topics – Sustainable fuels and technical regulation	Topic managed through the FIM Sustainability Strategy 2021–2025, relevant commissions, event-level requirements, programme delivery and reporting. See topic-specific disclosures below for supporting information, metrics and examples.
	3-3 Management of material topics – Sustainable mobility and operational efficiency	Topic managed through the FIM Sustainability Strategy 2021–2025, relevant commissions, event-level requirements, programme delivery and reporting. See topic-specific disclosures below for supporting information, metrics and examples.
	3-3 Management of material topics – Waste and circularity	Topic managed through the FIM Sustainability Strategy 2021–2025, relevant commissions, event-level requirements, programme delivery and reporting. See topic-specific disclosures below for supporting information, metrics and examples.

GRI STANDARDS	DISCLOSURE	LOCATION
Material topics		
	3-3 Management of material topics – Education and capacity building	Topic managed through the FIM Sustainability Strategy 2021–2025, relevant commissions, event-level requirements, programme delivery and reporting. See topic-specific disclosures below for supporting information, metrics and examples.
	3-3 Management of material topics – Inclusion and representation	Topic managed through the FIM Sustainability Strategy 2021–2025, relevant commissions, event-level requirements, programme delivery and reporting. See topic-specific disclosures below for supporting information, metrics and examples.
	3-3 Management of material topics – Governance, ethics and compliance	Topic managed through the FIM Sustainability Strategy 2021–2025, relevant commissions, event-level requirements, programme delivery and reporting. See topic-specific disclosures below for supporting information, metrics and examples.
	3-3 Management of material topics – Stakeholder engagement and community impact	Topic managed through the FIM Sustainability Strategy 2021–2025, relevant commissions, event-level requirements, programme delivery and reporting. See topic-specific disclosures below for supporting information, metrics and examples.

GRI STANDARDS	DISCLOSURE	LOCATION
Topic-specific disclosures		
GRI 302: Energy 2016	302-1 Energy consumption within the organisation	Total electricity consumption at the FIM headquarters during the reporting period was 167,808 kWh, with a maximum recorded power demand of 109 kW. No reagent energy consumption was billed during the reporting period (0 kWh).
GRI 305: Emissions 2016	305-1, 305-2, 305-3 GHG emissions	Partial disclosure. Climate action is moving toward a more coordinated and measurable approach. The FIM submitted a Climate Strategy white paper and executive summary to the Strategy Committee, promoted the FIM CO ₂ Calculator and carried out event-level calculations, including for the FIM Awards and .
	305-5 Reduction of GHG emissions	Reduction actions include emissions measurement, operational efficiency, local sourcing, fewer staff transport vehicles, tree planting and support for alternative energy and non-fossil fuels.
GRI 304: Biodiversity 2016	304-2 Significant impacts of activities, products and services on biodiversity	Biodiversity became a central priority in 2025. Around 80% of KiSS organisers implemented concrete biodiversity actions. The FIM submitted its first report under the Sports for Nature framework and integrated the four Sports for Nature principles into the Environmental Code.
GRI 306: Waste 2020	306-1, 306-2 Waste generation and management of waste-related impacts	Waste management is addressed through KiSS, Environmental Code requirements, event checklists, organiser sustainability management plans, recycling systems, food recovery and local waste management measures.
GRI 308: Supplier Environmental Assessment 2016	308-1 New suppliers screened using environmental criteria	Not disclosed as a quantitative percentage. Environmental expectations are embedded through event requirements, organiser plans, technical regulations, Environmental Code compliance and steward oversight.
GRI 403: Occupational Health and Safety 2018	403-1 to 403-7 Occupational health and safety management	Safety remains a core priority. In 2025, the FIM continued development of the Racing Homologation Programme for helmets, with Phase 2 homologated helmets becoming mandatory across circuit racing and off-road World Championships from 2026.
GRI 404: Training and Education 2016	404-2 Programmes for upgrading skills	Education is delivered through the FIM Academy, mentoring programmes, the Future Leaders Programme, Sustainability Steward and Delegate training, and development pathways for National Federations, officials and young riders.
GRI 405: Diversity and Equal Opportunity 2016	405-1 Diversity of governance bodies and employees	Partial disclosure. Women were present across every FIM Commission for the first time in 2025, with gradual increases at federation level. Further quantitative breakdowns are not disclosed.

GRI STANDARDS	DISCLOSURE	LOCATION
Material topics		
GRI 413: Local Communities 2016	413-1 Operations with local community engagement, impact assessments and development programmes	Community engagement is embedded through KiSS, event-level social initiatives, local sourcing, education, fan engagement, Ride Green Cup, biodiversity activities and collaboration with local authorities and organisations.
GRI Event Organisers Sector Supplement	EO2 Modes of transport taken by attendees and initiatives to encourage sustainable transport	Partial disclosure. Sustainable mobility is addressed through the FIM Sustainable Mobility Policy for staff, promotion of public transport, carpooling, bicycle and motorcycle access, a shared electric vehicle, and advocacy for two-wheelers as part of cleaner mobility systems.



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