MUGELLO CIRCUIT spa
Mugello International Circuit

via Senni 15, Scarperia e San Piero – Florence

Extract from the
ENVIRONMENTAL DECLARATION

in accordance with the **EMAS** Regulation **(EC) 1221/2009** as amended
(**EU Reg. 2017/1505** of 28.8.17 and **EU Reg. 2018/2026** of 19.12.18)

2025

(DATA UPDATED AS AT 30.6.25 AND PROJECTED TO 31.12.25)

Date	*Description*
November 2009	ISO 14001:2004 Certificate - EMS
March 2010	1ST ED
November 2012	1st EMS Renewal
July 2012	EMAS Registration (No. IT-1479)
December 2015	2nd EMS Renewal
April 2016	1st EMAS Renewal
December 2018	3rd EMS + EMAS Renewal
November 2019 + 2020	EMS + EMAS surveillance audit
October 2021	4th EMS + EMAS Renewal
November 2022 + 2023	EMS + EMAS surveillance audit
October 2024	5th EMS + EMAS Renewal
September 2025	EMS + EMAS surveillance audit

This Environmental Declaration, 15 years after it was first issued, has been prepared for the forthcoming surveillance audit of the "Environmental Management System" (according to ISO 14001:2015), as well as the EMAS Regulation, with an update of this year's partial data and a projection to the end of the year.

This document highlights the fundamental importance and ongoing commitment of our organisation to the EMAS Project. Through constant enhancement of our environmental performance, we maintain a keen focus on all environmental matters, continually seeking fresh perspectives and objectives.

As highlighted in previous Environmental Declarations and in the spirit of ongoing enhancement, our organisation has not only established an Environmental Management System (EMS), but also attained certification for the "Safety Management System" in 2013, in accordance with OHSAS 18001:2007. This was subsequently updated to the new ISO 45001 standard in 2020. Furthermore, in 2017, we implemented the "Quality Management System" in line with UNI EN ISO 9001:2015. Each year, all management systems undergo rigorous audits are checked and updated.

By utilising these management tools, which necessitate the engagement of everyone involved in the racetrack's operations, alongside communication and informational initiatives directed at the public and our clients, we grow increasingly confident in our ability to attain significant goals. These include safeguarding the environment where we and our families reside and work, as well as ensuring the occupational health and safety of individuals who work at the racetrack.

Scarperia e San Piero, 12 September 2025

The Management
(Paolo Poli)

INTEGRATED POLICY

The company has the following main objectives:

- achieving the best possible occupational health & safety conditions for its employees and collaborators, as well as for suppliers and contractors in general;
- respect for the environment;
- user satisfaction with the services offered.

In compliance with the company's strategic objectives, with the necessary economic resources and the best technology available, Mugello Circuit is committed to constantly and progressively improving the framework of its environmental and health & safety performance, and providing services of appropriate quality at a competitive price.

The "Integrated Management System" (IMS) is based on the following main principles:

- compliance with legislative requirements and obligations in the area of the environment and health & safety, and any other regulations or agreements signed voluntarily by the company;
- improvement of business process efficiency and system and equipment reliability, to identify any critical issues and prevent negative effects in the areas of occupational health & safety and environmental impact;
- assessment of the environmental and health & safety impact of new processes/services and implementation of necessary mitigation measures;
- promotion of adequate information and training on environmental and work safety issues, both for internal staff and for contractors who carry out activities on behalf of Mugello Circuit, to increase their awareness of the risks and the importance of adopting suitable prevention and protection measures;
- involvement and consultation of workers, including through their worker's health & safety representative;
- ongoing collaboration with suppliers to build relationships based on shared growth;
- prevention of accidents, occupational diseases and negative environmental impact through the continuous monitoring and improvement of the IMS;
- maintenance and improvement of satisfactory staff working conditions;
- commitment to eliminate hazards and reduce health and safety risks as far as possible;
- reduction of energy and water consumption, waste production, encouraging waste recovery, reducing the use of hazardous substances in business processes and taking all possible measures to avoid accidental spillage of pollutants;
- adoption of ecological criteria in purchasing policy;
- periodic review of the integrated policy and IMS implementation;
- definition and dissemination of environmental and occupational health and safety objectives and related implementation programmes within the company;
- ensuring the integrated policy is available to all interested parties.

The commitments undertaken with this policy are translated into improvement plans with related objectives and the Management will ensure all the necessary resources and support for their achievement are provided.
These plans are approved by the Management and disseminated to all staff.

For more detail on the environment, see the three-year "Improvement Programme" in the Environmental Declaration; for quality, the list of objectives is given in the "Risks/Opportunities" table, contained in the Management Review, while for safety, in addition to the "Improvement and Adaptation Plan" (M-150) already present in the IMS, the Review contains the "Risks/Opportunities" table for the SGSL.
The company is committed to constantly monitoring the pursuit of these objectives through scheduled audit cycles and an annual review of targets achieved or to be achieved.
The participation and collaboration of all members of staff is required to maintain and improve on achieved results; within their area of expertise, each individual must consider environmental protection, occupational health & safety, and service quality as issues of primary importance and are invited to suggest proposals for improvement in their area.
Already highly aware of and committed to improving the health and safety of workers (**UNI ISO 45001** certification), environmental impact (**EMAS** and **UNI EN ISO 14001** certifications) and the quality of business processes (**UNI EN ISO 9001** certification), Mugello Circuit has decided to adopt a further management system, implementing and obtaining **ISO 20121** certification, an international standard for the sustainable management of events hosted within its sports facility.
For this new management system, the company takes on board the values promoted by the standard mentioned above, which are the foundation of the sustainability policy, such as:

- ✓ transparency,
- ✓ integrity,
- ✓ inclusiveness,
- ✓ accessibility,
- ✓ legacy,
- ✓ responsible management,
- ✓ participation,
- ✓ continuous improvement.

Mugello Circuit intends to further improve its facility in terms of all-round sustainability, stimulating every possible action in the short, medium and long term, to reduce environmental impacts and enhance the social and economic benefits of the events hosted.
It is, therefore, a significant operation involving all stakeholders (organisers, federations, customers, employees, suppliers, drivers, teams, guests, media, sponsors and the community).
With this in mind, Mugello Circuit undertakes to:

- respect the fundamental principles of sustainable development and contribute to achieving the UN SDGs (Sustainable Development Goals);
- manage the circuit on the principles and values listed above (transparency, integrity, inclusiveness, accessibility, legacy, responsible management, participation and continuous improvement);
- engage stakeholders on the topic of environmental, economic and social sustainability;
- minimise consumption and waste production, and better manage natural resources;
- direct suppliers towards sustainable choices and behaviours;
- promote broad and up-to-date information on sustainability issues;
- improve the direct and indirect impact on the national economic fabric;
- ensure access to and use of its services to vulnerable people;

Mugello Circuit's sustainability policy is implemented through a specific plan of actions to promote the effective and lasting reduction of environmental impacts and enhance the social benefits of the events hosted.

TYPE OF ACTIVITY and SERVICES OFFERED

The Circuit employs 16 staff members who typically work 8-hour shifts, five days a week; variations in working hours are frequent, in order to ensure coverage of the whole week during events.
The staff includes the CEO, race director, press officer, seven office workers, and six maintenance workers who also provide trackside support during races and trials.

Numerous services, including security and upkeep of facilities and equipment, are contracted out.
In particular, the Mugello Circuit's main activities are:

- ✓ the management of the track and its facilities and equipment, as well as all related activities and services;
- ✓ the organisation and promotion of sporting events of all kinds, with particular reference to motorsports;
- ✓ the organisation of tests and trials for motorsport companies;
- ✓ the organisation, alone or with partners, of conferences, cultural, or musical events.

The operational season at the Circuit varies throughout the year, with times of limited activity, except for the shutdown at the year's end and start, to increasingly extended periods marked by heightened activity, especially when races or trials are conducted.

The number of active days per year serves as the measure of "annual production", as illustrated in the table below:

Reference years	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	
							as at 30.6.25	**Exp. 31.12.25**
No. days of activity	233	151	239	233	233	236	**93**	**220**

Owing to the COVID-19 health crisis, the Mugello Circuit was shut for several months at the start of 2020 but reopened for racing events in June 2020.
Since 2021, sporting events at the racetrack have fully resumed, and thus the first half of 2024 also matches the figures from before the pandemic.

INTEGRATED MANAGEMENT SYSTEM - IMS

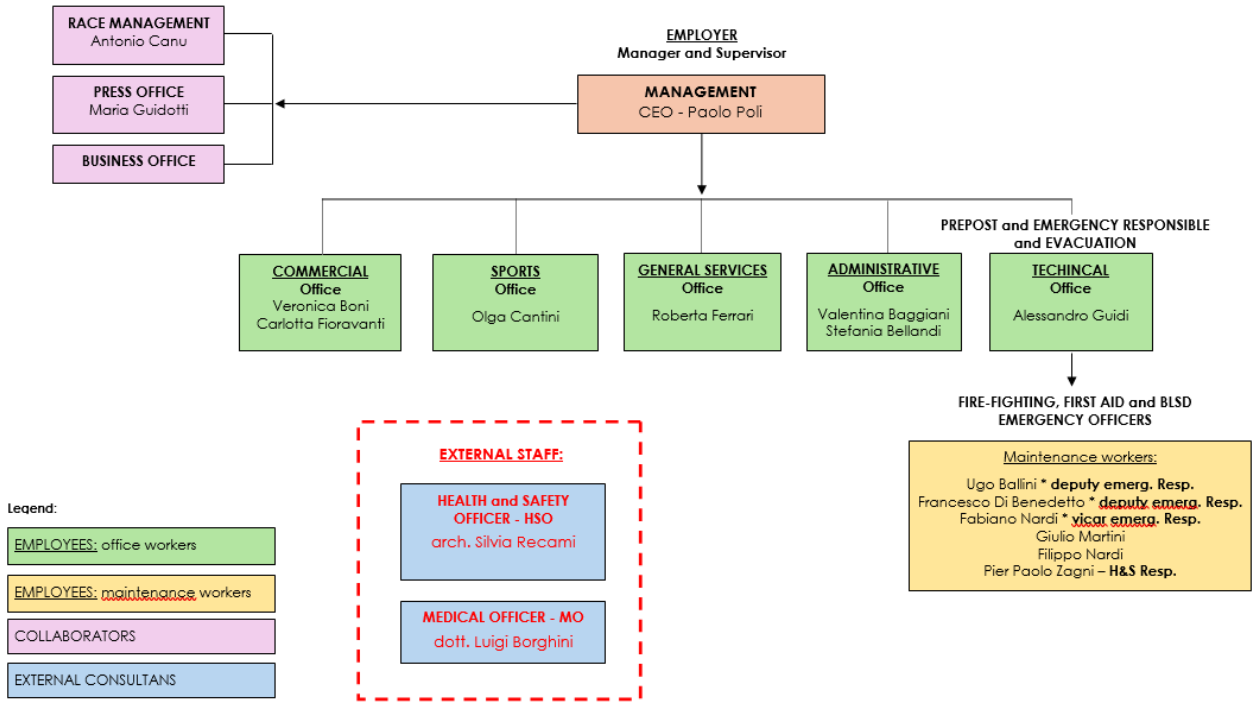
The "Integrated Management System" is the organisational tool for continuously improving environmental and safety performance.

Organisation of the IMS

The company has prepared a suite of documents, including procedures, operating instructions, and forms, which oversee the key activities related to environmental safety. These documents specify the roles responsible for executing this system and outline their respective scopes of authority and responsibilities.
The management issued the organisational plan, designating the "Head of Integrated Management System" (H-IMS) as the primary contact who must:

- ensure that the IMS is consistent with the company's environmental and safety policy and complies with current regulations;
- ensure that the IMS is implemented, maintained and improved;
- ensure clear internal and external communication about environmental matters, allowing interested parties to easily contact the appropriate office for any environmental information.

The company organisation chart is shown below; the org. chart with names is in Form M-183, while the one for safety personnel is in Form M-184:



IMS Structure

Besides the environmental and safety policy outlined in Chapter A of this document, Mugello Circuit's "Integrated Management System" rests on the key elements described below:

Manual:

This outlines the steps taken to guarantee the proper and efficient implementation of the IMS; it also describes in detail the responsibilities and tasks of the functions involved in the different activities.

The document serves as a continual guide for the company in applying and updating the rules and procedures governing all organisational activities, especially those impacting the environment and safety.

Environmental Analysis

The environmental factors associated with the operations conducted at the site were thoroughly and meticulously examined to pinpoint the most substantial environmental impacts. Consequently, an action plan was devised on these grounds to guarantee the ongoing improvement of environmental performance.

Monitoring and control system

Key safety and environmental impact factors are consistently and rigorously monitored. We regularly check noise emissions, energy and water use, and waste production using monitoring tools and analysis methods performed by our team and outside experts.

Training

Staff undergo a range of informational and training initiatives designed to foster greater environmental awareness, enhance their understanding of the environmental impact of their activities and services, and to acquaint them with the best practices for managing and mitigating these impacts.

Audits

The implementation of the IMS is regularly checked through internal audits, scheduled according to a programme designed to guarantee the environmental integrity of our operations and, as a result, the environmental performance of the site.

Management Review

The outcomes of internal audits provide current data for the regular "Management Review" meeting, which determines the suitability and effectiveness of the IMS.

Environmental Declaration (ED)

The Environmental Declaration serves as the key instrument of communication that the Mugello Circuit has chosen to implement in line with its commitment to the EMAS Regulation EC 1221/2009. This commitment also extends to compliance with EU Regulation 2017/1505 of 28 August 2017, which amends Annexes I, II, and III of Regulation 1221/2009, as well as EU Regulation 2018/2026 of 19 December 2018, which revises Annex IV of the 2009 Regulation.

This document is valid for three years and includes all information on the company's environmental management; a new version will be issued in full with each revision.

The ED is confirmed by independent external auditors, accredited by EU-approved bodies, and published to guarantee clear communication and transparency regarding the company's activities to all relevant parties.

Communication with the community and local authorities

By committing to the EMAS regulation, the Mugello Circuit has embarked on a journey towards a clear, open, and transparent relationship with the community and local authorities concerning its environmental impact and the measures implemented to consistently enhance its performance.

ENVIRONMENTAL ANALYSIS and RELATED PERFORMANCE

The environmental review, updated regularly to meet EMAS Regulation standards, was conducted by assessing all company operations that could impact the environment.

ATMOSPHERIC EMISSIONS

The table below presents data on thermal systems, detailing their capacity, inspection frequency, and the date of the most recent maintenance, performed by a certified external firm:

Type and location	*Power*	*Audit frequency*	*Last maintenance date*
NORTH thermal power station	411.2 kW	Half-yearly (> 350 kW)	**January 2025 ***
TPP SOUTH boiler (condensing (heat pump integration)	70 kW	Annual (> 35 kW)	**January 2025**
Boiler - MEDICAL CENTRE (condensing)	56 kW		**September 2024**
Boiler - Underpass bathrooms (hot water production only)	30 kW	Biennial (< 35 kW)	**March 2024**
Boiler - ALFA Bathrooms	24.4 kW		
Robur (reg. 903169) - ALFA	22.3 kW		
Robur (reg. 108005) - ALFA	34.8 kW		
Robur (reg. 906687) - ALFA	22.3 kW		

* The biannual inspections of the NORTH thermal power plant (TPP) take longer than six months because they are conducted throughout the period when the plants are operational.

The heating systems of both TPPs and the Medical Centre, with a capacity exceeding 35 kW, must be reported to INAIL (previously ISPESL). Additionally, the NORTH TPP requires INAIL's inspection every five years.
All heating systems come with a standard booklet that records regular inspections and emission tests; these checks did not reveal any irregularities in emissions.
The position of the external supervisor has been filled by an individual who meets all legal requirements. This includes holding a quality certification in accordance with UNI EN ISO 9001 for the maintenance of thermal plants, which is an essential criterion for systems with a capacity exceeding 350 kW.

Regarding atmospheric emissions from racing cars and motorbikes, they adhere to the sporting rules set by the Italian and International Federations: FIA (International Automobile Federation), CSAI (Italian Automobile Sports Commission), FIM (International Motorcycling Federation), and FMI (Italian Motorcycling Federation).
The fuel used in racing and motorsport is generally unleaded petrol.

The data on atmospheric emissions due to the use of fuels, methane and refrigerant gases are as follows:

CO_2 equivalent	*UoM*	2019	2020	2021	2022	2023	2024	**1H 2025**	**Exp. 31.12.25**
CO2 from petrol *	tonnes	6,1	4,7	5,2	6,0	5,2	5,5	2,4	4,7
CO2 from diesel *	tonnes	39,6	26,7	36,3	37,6	37,4	38,3	23,3	40,2
CO2 from methane *	tonnes	214,3	203,1	209,3	196,5	195	132,1	50,1	117,3
CO2 from R407 C	tonnes	0	0	0	3,5	26,6	72,7	0,0	0,0
CO2 from R410 A	tonnes	0	0	0	0	6,2	0,0	0,0	0,0
CO2 from R32	tonnes	0	0	0	0	0	4,9	5,2	0,0
Total CO_2 emissions	tonnes	**260,1**	**234,5**	**250,8**	**243,7**	**270,4**	**253,6**	**81,1**	**162,2**
No. of days of activity	d.	233	151	239	233	233	236	93	220
Indic. CO_2 EMISSIONS	tonne/g	**1,12**	**1,55**	**1,05**	**1,05**	**1,16**	**1,07**	**0,87**	**0,74**

(*) Data taken from the national index table.

NO_x	*UoM*	2019	2020	2021	2022	2023	2024	**1H 2025**	**Exp. 31.12.25**
NOx petrol	kg	3,1	2,4	2,6	3,0	2,7	2,8	1,3	2,4
NOx diesel	kg	18,5	12,5	16,9	17,6	17,4	17,9	8,8	18,8
NOx methane	kg	115,6	109,5	112,8	105,9	105,2	71,2	56,5	105,4
Tot. NOx EMISSIONS	kg	**137,2**	**124,4**	**132,4**	**126,5**	**125,3**	**91,9**	**66,6**	**126,6**
No. of days of activity	d.	233	151	239	233	233	236	93	220
Indic. NOx EMISSIONS	tonne/g	**0,59**	**0,82**	**0,55**	**0,54**	**0,54**	**0,39**	**0,42**	**0,38**

PM	*UoM*	2019	2020	2021	2022	2023	2024	**1H 2025**	**Exp. 31.12.25**
PM diesel	kg	**1,8**	**1,2**	**1,7**	**1,8**	**1,7**	1,8	**0,9**	**1,9**

There are no SO_2 emissions.

WATER DISCHARGES

The water outlets at the racetrack consist solely of those from the toilets, found across the site, and those for rainwater (initial rainfall).
There is an agreement with the Scarperia and San Piero Municipality, dated 5 December 1992, for discharging into the public sewage system.
The initial rainfall and subsequent runoff from the entire facility are directly discharged into surface waters (into the Bagnoncino ditch) through the sewage system; this discharge does not require authorisation because it originates from the roofs and yards of an activity not listed in Table 5 of Annex 5 of Tuscany Region's Regulation No. 46 dated 8 September 2008.

The petrol station serves as a supplementary facility to the racetrack and operates in a private, off-road area. Consequently, the discharge of rainwater does not require authorisation. Nevertheless, this water is channelled into a drainage system, which then directs it into the Bagnoncino. For the Paddock area, despite there being no legal requirement, we have constructed two tanks, each with a capacity of 35 cubic metres, and two additional tanks of 20 and 40 cubic metres, for capturing and settling the initial rainwater. This water is subsequently released back into the Bagnoncino.

NOISE EMISSIONS

The Mugello Circuit is governed by Presidential Decree 304/01, a specific regulation that takes precedence over other existing rules regarding noise management. This decree specifically addresses the noise generated by motor racing activities at circuits, test tracks, and generally encompasses all sports activities of this nature.
Specifically, the noise limits for racetracks follow the rules set out in Article 3, clause 3 of Presidential Decree 304/01.
To ensure adherence to these limits, the Scarperia and San Piero Municipality requested that the Mugello Circuit establish a noise monitoring scheme, specifying particular areas provided by the Municipality.
Since 2002, the Mugello Circuit has conducted a noise monitoring campaign to control and understand the noise emitted in the area during sporting events.
This monitoring activity takes place all year round, both day and night.
Since 2017, besides the standard noise detection stations used for this monitoring, we have added extra noise detectors in consultation with the local municipality and following ARPAT's advice. So, in the end, we have:

- 1 sound level meter, at a fixed location inside the racetrack, which is used to measure the noise level related to the activity and compare it with the noise level outside;
- 4 sound level meters, located outside the circuit in possible disturbed areas; these devices are left in place for two weeks to measure the true noise level and compare it with the area's limits.

Following the noise monitoring activity, a report is drawn up at the start of the following year with all the details; Additionally, the Mugello Circuit has requested that the Municipality grant an exemption from the maximum noise limits for the upcoming year, as outlined in Article 3, clause 7 of Presidential Decree 304/01, without any restrictions.
Specifically, for 2023, the conclusive report prepared in February 2024 shows that the racetrack's operations met the terms of the special municipal permit.
For 2025, the exemption permits are as follows: Permit No. 1 dated 27.2.25, valid until 30.6.25, and Permit No. 2 dated 29.6.25, valid until the end of the year.
The current year's noise monitoring is, of course, still in progress; as usual, the results will be included in the report at the beginning of next year.

ENVIRONMENTAL ASPECTS RELATED TO ACTIVITIES

The Mugello International Racetrack features the circuit, the Palazzina, an emergency medical centre, a main grandstand, and various small structures across the site for storing equipment and providing services.

Palazzina and pits

The main building houses 20 motorsport event pits on the ground floor. The upper floors contain management offices, a control room, a press room, guest rooms, a restaurant, and additional facilities. The top floor features air conditioning and a spacious terrace for spectators during major events.

During the events, the pits are used by the various teams to prepare their vehicles, be they cars or motorcycles. This process generates specific types of waste, including used oil and oil-soaked rags. These are gathered in designated containers situated close to the pits and are disposed of in compliance with current regulations.
In the Palazzina, the Paddock zones, and all outdoor areas of the racetrack, special bins for separate waste disposal are provided.
For users of the racetrack services, please consult the General Regulations for guidance on environmental conduct, particularly on waste separation.

Medical Centre

The Medical Centre is for emergency aid, resuscitation, and brief hospital stays.
It is a small building next to the track, encircled by a fenced forecourt; It has all the essential equipment and services, including an X-ray room regularly inspected by a skilled technician.
The Medical Centre is outfitted with its own heating system, featuring a condensing boiler.
There is also a medical oxygen decompression plant, with a capacity > 50 mc/h, located in a special room with good ventilation and at a distance from the Medical Centre or other premises; this installation, as an activity subject to the control of the Fire Brigade, is equipped with a Fire Prevention Certificate (FPC).
The Medical Centre usually does not have staff present, but during motorsport events, external doctors and nurses are on hand for any on- or off-track emergencies.

Centrale grandstand

The central grandstand, spanning about 3,500 square metres, faces the straight in front of the Palazzina-pits.
It currently seats 5,789, with some seated and others standing on the "hospitality terrace".
Beyond the standard amenities, such as toilets, a bar, and lifts, the grandstand was constructed with a significant focus on environmental considerations. In 2011, a 252 kWp solar photovoltaic system was installed on the roof. Additionally, the grandstand features an innovative floor covering that purifies the air through photocatalysis, achieved by a special treatment applied to the tiles. Additionally, a rainwater harvesting system has been installed, which benefits both the sanitary facilities and the irrigation system. Meanwhile, the lighting for the "hospitality terrace" has been implemented using an LED system, resulting in further energy savings.

Fuel station

The petrol station is situated at the far end of the Paddock, distant from the Palazzina. It serves to refuel vehicles during sports events and for internal use.
There are three underground tanks of 10,000 litres each (see para. F.8); fuel dispensers are calibrated every three years.
The forecourt of the petrol station has suitable slopes that direct the initial rainwater to an oil separator.
Since 2015, the dispenser has been operable in self-service mode.

Generator sets

There are six motor generators on the racetrack, of which:

- motor generator (360 kW), located in a special garage and used to generate electricity for large events, with a 200-litre diesel tank and 3000-litre underground tank.
- emergency motor-generator (369 kW): situated in the southern part of the Paddock near staircase F, this facility serves the building's various needs and includes a 200-litre diesel tank.
- emergency motor-generator (80 kW): situated at the Correntaio well, it runs on diesel, has a 120-litre tank, and is linked to a 3000-litre underground cistern.

- emergency motor-generator (160 kW): located in the S. Donato area, serves for the emergency supply of the well and water plant; is diesel-powered and equipped with a 200-litre tank.
- emergency motor-generator (200 kW): located near the Parc Fermé, close to the medical centre; diesel-powered, available as spare E.G.
- emergency motor-generator (24 kW): situated at the concierge desk, this 60-litre tank is used during power outages to maintain services linked to the desk.

WASTE

Waste management adheres to the guidelines of Operational Instruction IOP-04, especially with regard to the maintenance of the digital loading/unloading log, and the methods used for gathering and storing in temporary depots, marked with clear signs for waste identification.
Since 2024, Mugello Circuit has had 'PROMETEO' management software, interconnected with the RENTRI portal, in accordance with the requirements of the current waste regulation (DM 59/2023).

The tables below display the annual total waste produced (in kg), categorised by type (special/urban, hazardous/non-hazardous, recovered/disposed of):

	2020	2021	2022	2023	2024	1H 2025
TOT. SPECIAL WASTE (excluding municipal)	96.140	118.512	99.293	130.964	**101.028**	**41.976**
TOT. MUNICIPAL WASTE (Municipality)	125.405	126.330	164.090	195.371	**211.626**	**102.481**

TOT. SPECIAL + MUNICIPAL WASTE (excluding residual)	2020	2021	2022	2023	2024	1H 2025
	133.060	**164.952**	**167.853**	**209.065**	**168.604**	**69.907**
TOT. hazardous (H)	12.811	15.053	12.941	16.558	12.447	5.701
TOT. non-hazardous (NH)	120.249	149.899	154.912	192.507	156.157	64.307
TOT. recovered (R)	102.065 *	144.522	164.989	203.196	164.635	69.751
TOT. disposed (D)	30.995 *	20.430	2.864	3.562	3.219	156

The table below displays metrics on the production of special and municipal waste, not including mixed waste, categorised as hazardous and non-hazardous:

TOT. SPECIAL + MUNICIPAL WASTE (excluding residual)	2020	2021	2022	2023	2024	1H 2025
*Total **HAZARDOUS WASTE** (kg)*	12.811	15.053	12.941	16.558	12.447	5.701
*Total **NON-HAZARDOUS WASTE** (kg)*	120.249	149.899	154.912	192.507	156.157	64.307
No. of activity days (d)	151	239	233	233	236	93
*Approx. **Produc. HAZ. WASTE** (kg/d)*	**85**	**63**	**56**	**71**	**53**	**61**
*Approx. **produc. NON-HAZ. WASTE** kg/d)*	**796**	**627**	**665**	**826**	**662**	**691**

In 2020, given that activity days were cut by a third compared to prior years because of the COVID emergency, waste production was marginally less than in 2018 and 2019.
As of 2021, activity resumed to normal levels (pre-COVID), with the generation of hazardous and non-hazardous waste being lower than in 2018-2019. Consequently, the waste generation indicator decreased in both 2021 and 2022, whereas the waste recovery indicator increased, reaching a peak of 98% in 2022.
In 2023, there was an increase in waste generation, hazardous and especially non-hazardous waste, compared to previous years; with regard to waste recovery, similar values are expected as those 2022.
Separate waste collection is carried out at the racetrack; special containers are distributed in some areas for employees and external users of the circuit.
The table below displays the proportion of waste recycled from the total waste generated (special and similar to municipal waste, excluding mixed waste 200301):

	2020	2021	2022	2023	2024	1H 2025
Tot. **WASTE PRODUCED** (kg)	133.060	164.952	167.853	209.065	168.604	69.907
Tot. **WASTE RECOVERED** (kg)	102.055	144.522	164.989	203.274	164.635	69.751
Recovery percentage (%)	**76,7**	**87,6**	**98,3**	**97,2**	**97,6**	**99,8**

Project K.i.S.S. Mugello

The "KiSS Mugello" initiative (Keep it Shiny & Sustainable) launched in 2013 during the "Italian MotoGP Grand Prix" at the Mugello Circuit. It was backed by the FIM (Fédération Internationale de Motocyclisme), the IRTA (International Road Racing Teams Association), and Dorna Sports, the MotoGP organisers.
"KiSS Mugello" is the leading programme for environmental and social sustainability in motorsport, earning global recognition as a model of good practice and ranking among the top environmental initiatives in the world of sport.
This project aims to foster a shared awareness among everyone in motorsport to lessen the environmental and social effects of sporting events, engaging the audience with sustainable initiatives.
"KiSS Mugello" was successfully replicated from 2013 in successive years until the 2019 Grand Prix;
in 2020, the MotoGP was cancelled because of the COVID-19 health crisis, while the Formula 1 Grand Prix went ahead exceptionally in September of that year. However, as it was a new and unusual event organised in a very short time, it was not possible to carry out the "KiSS Mugello" project.
In 2021, despite the ongoing COVID crisis, the MotoGP went ahead but without spectators, leading to the project's cancellation once more.
From 2022, KISS MUGELLO started again with a separate waste collection of 43%, while in 2023 the percentage dropped a few points to 40%.
The activities carried out for KiSS Mugello, on the occasion of Moto-GP 2024 and 2025, were:

- Waste separation, with bins located in all outdoor spaces, including cigarette disposal units, has been implemented. The paddock now features a recycling station for packaging materials, and both teams and hospitality staff have received instructions for efficient waste handling; in addition, some electric vehicles were made available to the cooperative that carries out waste collection;

- Collection of spent oil using dedicated containers for lubricating oil, situated in the paddock near the pits, and the gathering of used vegetable oil from the hospitality areas;

- "CALL to ACTION', PET collection and recycling, with the aim of raising awareness of the benefits of bottle recycling; The project involved setting up an eco-compactor at the KiSS Mugello information desk, placing special bins for bottle collection in the dining and hospitality zones, and forming a team to selectively gather PET in the communal spaces.
- "PIT LANE WALK SOLIDALE", a walk along the pit lane dedicated to people with disabilities and their carers; the initiative involved several local non-profit associations;
- "BIODIVERSITY and TERRITORY", a "memory game" dedicated to local flora and fauna was set up at the KiSS Mugello infopoint;
- Donation of surplus food, including items gathered from Dorna's VIP Village, the circuit's restaurant, and the teams' hospitality areas, was given to a local charity.
- There are 120 water fountains in the outdoor public spaces, free for all to use, aimed at cutting down on plastic waste.

SEPARATE WASTE COLLECTION at the Moto-GP

The table below displays the amounts (in kg) of waste generated at the MotoGP over the past four years, detailing the percentage of waste collected in relation to municipal rubbish.

Waste description		*R/D*	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**
Multi-material packaging	150106	R	Moto-GP missed due to COVID	Moto-GP without an audience due to COVID	6.170	15.890	6.840	13.770
Glass Packaging	150107	R			0	2.010	1.780	3.280
Paper and cardboard	200101	R			11.010	11.300	7.700	5.380
Organic waste	200108	R			3.020	2.040	0	0
Tot. SEPARATED WASTE		R	/	/	**20.200**	**31.240**	**16.320**	**22.430**
Tot. RESIDUAL WASTE	200301	D	/	/	**26.950**	**47.330**	**71.360**	**77.500**
Tot. MUNICIPAL WASTE (kg)			/	/	**47.150**	**78.570**	**87.680**	**99.930**
SEPARATE COLLECTION (%)			/	/	42,84%	39,76%	18,61%	22,45 %

For the 2024 Grand Prix, waste collection fell sharply to 18% because of issues beyond the Mugello Circuit. The 2025 Grand Prix experienced a significant amount of mixed waste, similar to 2024, with a small rise in the separation of recyclables.

WATER

The racetrack's water supply comes from two wells located in the Correntaio and San Donato areas.
The Mugello Circuit applied for permission to operate in August 2005, and the Province of Florence granted the licences in November 2009 (Nos. 759 and 1794).
The extracted water is channelled into a drinking water facility and then distributed for various uses within the circuit, such as toilets, the restaurant, irrigation, and the fire-fighting system.
Each well has a meter before the plant, and there is another meter after the treatment facility to log consumption; an annual report is sent to Publiacqua on the quantities of water withdrawn from the aforementioned wells.
Water is stored in several underground tanks situated beyond the purification plant. One tank holds 400 cubic metres, and 12 smaller tanks each have a capacity of 20 cubic metres, amounting to roughly 640 cubic metres of water reserves in total.

In addition to the supply from the wells, there are 2 connection points with the municipal waterworks, which are used exclusively for some toilets, during special events (Palagio and Arrabbiata entrance area).
Water consumption is shown in the table below:

	2019	2020	2021	2022	2023	2024	1H 2025	Exp. 31.12.25
WATER consumption *(m3)*	33.277	18.362	25.048	22.675	29.450	47.824	13.169	30.000
No. of activity days (d)	233	151	239	233	233	236	93	220
Approx. consumption of WATER *(m3/d)*	**143**	**122**	**105**	**97**	**126**	**203**	**142**	**136**

In 2019, a water leak in the distribution network caused higher consumption than in previous years, keeping usage above average.
In 2020, the partial lockdown for the COVID-19 crisis led to a drop in water use, yet it stayed consistent with past years when ignoring losses.
In 2021, consumption returned to the normal levels seen in 2016-2017, after the highs of 2018-2019, causing the consumption indicator to fall.
In 2022 the indicator fell slightly compared to the previous year, while in 2023 there was an increase in consumption, at parity of activity, resulting from the growing number of spectators at the Moto-GP
In the first months of 2024, a water leak reappeared, which was only resolved at the end of the year, so that the consumption indicator rose sharply, while in the first half of 2025, production was back in line with previous years.

ELECTRICITY

Electricity use includes lighting, air conditioning, and all other services that need electric power.
The table below displays electricity usage by area and building:

Zone / Year	2019	2020	2021	2022	2023	2024	1H 2025	Exp. 31.12.25
ALFA shed	4.789	4.154	7.914	4.287	3.321	2.992	1.825	3.000
Palagio Entrance	6.168	6.127	5.386	5.005	4.288	5.532	2.327	5.000
MT	1.551.608	1.171.688	1.386.311	1.490.753	1.560.649	1.622.472	852.888	1.600.000
Correntaio well	44.718	40.966	23.388	21.629	42.104	65.146	24.860	40.000
S. Donato well	102.330	52.707	70.353	66.451	47.337	77.449	27.191	50.000
PV	148.960	146.480	129.120	128.720	122.320	105.840	56.560	100.000
TOT consumption *(kWh)*	**1.858.573**	**1.422.122**	**1.622.472**	**1.716.845**	**1.780.019**	**1.879.431**	**965.651**	**1.798.000**
No. of activity days (d)	233	151	239	233	233	236	93	220
Approx. consumption of	**7.977**	**9.418**	**6.789**	**7.368**	**7.640**	**7.964**	**10.383**	**8.173**

NOTE:
The table above does not include the "Arrabbiata" and "Provincial Pedestrian" supplies, which from 2020 will provide roughly 1,000 kWh per year combined, due to higher usage during the Moto-GP events (toilets, cameras, etc.).

In 2019, consumption in general is lower than in the same period of the previous year, while consumption at the S. Donato well is in line with the previous year, i.e. still high due to the increase in water withdrawals for the leak mentioned above.
In the first half of 2020, electricity production was normal compared to previous years; from June 2020 the energy produced is from renewable sources.
By the end of 2020, production was marginally lower than the previous year, yet with significantly reduced activity because of COVID, causing the indicator to surge.
In 2021, the consumption indicator fell below normal despite relatively high activity.
In 2022 and 2023, the indicator increased from 2021, driven by greater consumption despite reduced activity, reverting to the levels of 2018.
In 2024, energy use rises due to two main factors: the replacement of the old boiler with a new heat pump in the south TPP (MT point), and increased demand from the S. Donato and Correntaio wells. The latter is a result of a prolonged water shortage, necessitating more energy to operate the wells.
Between 2013 and 2015, the photovoltaic system contributed to roughly 12% of the total electricity demand. However, since 2015, there has been a steady decline in energy output, attributed to the panels' premature ageing. By 2021 and 2022, production had fallen to around 40% less than the peak levels in 2013. In 2023, a decade after the system began operating, the efficiency loss has nearly reached 45%, while in 2024 we have exceeded 50%, covering 5.6% of the total energy demand.
Considering the gradual but increasingly significant drop in energy output, plans are underway to upgrade the solar power system, ensuring better performance.

METHANE

The methane consumption, associated with heating and the production of hot water, pertains to the reporting period and includes the current year, with an estimate projected for the year-end:

	2019	2020	2021	2022	2023	2024	1H 2025	Exp. 31.12.25
METHANE consumption *(m3)*	109.626	103.884	107.049	100.508	99.768	67.591	25.638	60.000
No. of activity days (d)	233	151	239	233	233	236	93	220
Approx. METHANE consumption *(m3/d)*	**470**	**688**	**448**	**431**	**428**	**286**	**276**	**273**

The guidance on energy consumption given in the previous paragraph also applies to methane; in fact, gas consumption occurs mainly in the winter months, so the impact with the COVID shutdown was minimal.
Indeed, 2020's consumption matched that of prior years, despite significantly fewer active days owing to the health crisis, leading to a sharp rise in the methane consumption metric.
In 2021, activity days rebounded to pre-crisis levels, and the corresponding indicator followed suit.
In 2022 and 2023, the indicator fell further compared to 2021 because of reduced methane production over the same number of active days.
Since 2024, methane use has dropped by about 30% because the southern heating plant was upgraded. The old 511 kW boiler was replaced with a new external heat pump that has a 170 kW heat output.
The R32 refrigerant gas ensures high efficiency with minimal environmental impact. It is also safe, being both low in toxicity and flammability.

ENERGY EFFICIENCY

Taking into account the total energy use, including electricity, fuel, methane and PV, and converting it into kilowatts, we get the energy efficiency measure for each day of activity.
The table below, which shows data for the last 6 years plus the current year, does not show any significant changes, apart from 2021 due to the COVID emergency when activity levels fell by 50%.

Energy consumption type	Convers. coefficient		2019	2020	2021	2022	2023	2024	1H 2025	Exp. 31.12.25
	kg/l	kWh/kg								
ELECTRICITY*	/	/	1.858.573	1.422.122	1.622.472	1.716.845	1.780.019	1.879.431	965.651	1.798.000
PETROL	0,734	12,209	23.291	17.672	19.554	22.657	19.823	20.916	9.069	17.923
DIESEL	0,833	11,86	146.096	98.468	133.945	138.720	137.817	141.216	86.000	148.191
METHANE	/	9,583	1.050.546	995.520	1.025.851	963.168	956.077	647.725	245.689	574.980
Tot. ENERGY EFFICIENCY (kWh)			**3.078.506**	**2.533.782**	**2.801.821**	**2.841.390**	**2.893.736**	**2.689.287**	**1.306.409**	**2.539.094**
No. of activity days (d)			233	151	239	233	233	236	93	220
***Approx. ENERGY EFFIC.** (kWh/g)*			**13.212**	**16.780**	**11.723**	**12.195**	**12.419**	**11.395**	**14.047**	**11.541**

PV (kWh)	**148.960**	**146.480**	**129.120**	**128.720**	**122.320**	**105.840**	**56.560**	**100.000**
***Approx. PV EFFIC.** (%)*	**4,8**	**5,8**	**4,6**	**4,5**	**4,2**	**3,9**	**4,3**	**3,9**

* Since June 2020, 100% of the energy bought by Mugello Circuit has been certified "green", meaning it comes solely from renewable sources like wind, solar, hydro, and biomass, due to our contract with Enel Energia.

SOIL CONTAMINATION

There are several underground tanks on the site; specifically, two tanks, each with a capacity of 3 cubic metres, are designated for storing diesel fuel for the generator sets at the Paddock and Correntaio well. Meanwhile, three additional underground tanks, each holding 10 cubic metres, belong to the fuel distributor.

Tanks for generators

The two tanks for the generators are made of double-walled carbon steel, coated on the outside with endoprene, and have a nitrogen-filled space with a valve and pressure gauge for monitoring.
Every quarter, they are inspected for leaks from the cavity to the outside or inside the tanks; the pressure measurement of the inert gas inside the cavity must be around 0.3 bar.

Fuel dispenser tanks

The fuel storage tanks are double-walled and made of carbon steel, with an outer layer of glass-fibre reinforced polyester resin.
The burial of tanks complies with current legislation, namely:

- the burial pit must be dry and groundwater-free;
- upper tank generator must be more than one metre above ground level;
- there must be no sewers, drains, basements, etc. at least two metres around the site;
- there must be no electrical, telephone, gas or water pipes within a distance of at least one metre;
- the distance between tanks must be greater than 50 cm.

The leak monitoring system operates continuously and functions by filling the cavity with a mixture of water and glycol; the cavity is linked to a compensation tank fitted with a float switch that has a low-level threshold.

CHEMICALS

The following chemicals, each with its corresponding safety data sheet, are used in racetrack operations:

- fuels (diesel and petrol)
- detergents for cleaning the premises, track and equipment;
- toner for printers and copiers.

In the activity's Risk Assessment document, the chemical risk was evaluated and deemed not significant. No substantial change has occurred so far.

HAZARDOUS SUBSTANCES

Asbestos is not present in any form of use.
We did not use any dielectric oils classified as hazardous substances; transformers in electrical substations are made of resin.
Based on the documents, it must be ensured that hazardous and/or regulated substances utilised in the construction of the buildings and facilities are absent. This includes materials containing halons and regulated substances as outlined in Legislative Decree 56/96 and its associated regulations, as well as PCB/PCT, as specified in Legislative Decree 209/99 and its corresponding regulations.

OZONE-DEPLETING SUBSTANCES

The following table lists the air conditioning systems in the circuit, detailing their installation location, refrigerant type and amount, check frequency, and the dates of the most recent checks:

Make and model	Device type	Device location	Type of refriger.	Gas quantity	Quantity CO_2 eq	Control intervals	Control dates	Intervention report
Clivet MCAT 280 * 2 circuits	Split	Restaurant	R407 C	82 kg (41+41 kg)	145.47 T	Half-yearly (> 50 T/circ)	**21.11.24 + 29.5.25**	No leakage was found for each circuit of the systems in the table
Climaveneta WRAT/LN1102 * 2 circuits	Chiller	Management offices	R407 C	52.5 kg (26.5+26.5 kg)	93.14 T	Annual (<50 T/circ)	**21.11.24 (next Nov. 2025)**	
Climaveneta WRAT 702 * 2 circuits	Chiller	Management offices	R407 C	24 kg (12+12 kg)	42.58 T	Annual		
Climaveneta WRAT/B 501	Chiller	Hospitality suites	R407 C	20 kg	35.48 T	Annual		
Clivet WSAT EE 242	Chiller	Medical Centre	R407 C	15 kg	26.61 T	Annual		
Mitsubishi FDCA140HKXEM	Split	Concierge entrance	R410 A	7.5 kg	15.66 T	Annual	**21.11.24 (next Nov. 2025)**	No leakage was found for each circuit of the systems in the table
Toshiba RAV-SP1104AT-E	Split	UPS technical closet	R410 A	3.1 kg	6.47 T	Annual		
Toshiba RAS-3M26YAV-E	Split	Alfa Warehouse	R410 A	2.4 kg	5.01 T	Annual		
Toshiba RAS-3M26GAV-E	Split	Alfa Offices	R410 A	2.4 kg	5.01 T	Annual		

Under Presidential Decree 146 of 16 November 2018, effective from 24 January 2019, which enacts EU Regulation 517-2014 and repeals EU Regulation 842/2006 and Presidential Decree 43 of 27 January 2012, several changes have been introduced in the reporting and handling of data concerning regular inspections of the equipment in question:

- as of 2019, the annual F-GAS declaration no longer exists;
- the paper plant register has been abolished;
- companies registered in the new national computerised register must submit data from periodic equipment maintenance checks to the new database within 30 days of the check, starting from 24.9.19.

Regular inspections are mandatory for all systems containing more than 5 tonnes of CO_2 equivalent refrigerant gas; the frequency of these checks depends on both the quantity and the type of gas present (R410 A, R407 C, R32), and in particular is:

- annual for installations with gas < 50 T CO_2 eq
- half-yearly for installations with gas > 50 TCO_2 eq /circuit

For all equipment with a refrigerant gas quantity < 5 TCO_2 eq, there is no obligation for periodic checks (see table below):

Make and model	Device type	Device location	Type of refriger.	Gas quantity	Quantity CO_2 eq	Checks
Toshiba	VT Correntaio Well		R410A	1.2 kg	< 5 t	**Appliances with gas < 3 kg and < 5 t:** NOT subject to periodic checks
Toshiba	VT drinking water		R410A	0.85 kg		
Daikin	New transf. cab		R410A	1.2 kg		
Toshiba	Grandstands transf. cab		R410A	2.0 kg		
Olimpia	VT south - grandstands		R410A	0.61 kg		
Olimpia	VT north - grandstands		R410A	0.61 kg		
Toshiba	Timekeepers Mugellino		R410A	2.0 kg		
Hisense	Business office		R32	1.07 kg		
Toshiba	CED area		R32	1.28 kg		

NOTE**:** the 2 old air conditioners, in which R22 gas was present, were removed and properly disposed of.

LAND USE and BIODIVERSITY

The Mugello Circuit lies within the Giogo-Casaglia area, spanning 6,240 hectares across the Apennine watershed from the Giogo Pass in Scarperia to Monte Faggeta. The area is characterised by a wide variety of tree species such as yew, field maple, beech, walnut, etc.
Mugello Circuit occupies a total area of 170 hectares, of which 120 are green and planted areas (900,000 square metres of green areas and 300,000 square metres of wooded areas), representing a considerable oxygen lung; these green areas are estimated to absorb around 104 tonnes of CO2 per year.
In the great green lung, you can find a variety of plants, including oaks, firs, cypresses, and wild fruit trees like apples, plums, and peaches.
Additionally, to reduce noise pollution, the circuit organised the planting of 100 trees in the San Donato, Poggio Secco, and Cavet areas near the Materassi Stand between October and November 2020. Specifically, two fast-growing poplar varieties, both in height and girth, with broad, thick foliage were selected.

At the Mugello circuit, efforts have been made not only to preserve the existing plant life but also to protect its wildlife through several significant projects over the years.
Every year, we conduct preventive trapping of wild animals in collaboration with the Florence Territorial Hunting Environment. in addition, birdhouses for migratory birds and feeders for fallow deer have been set up.

Since 2024, Mugello Circuit has partnered with a nearby farm on a beekeeping initiative to support and safeguard the local plant life. the initiative is part of the circuit's broader commitment to protecting biodiversity and promoting sustainable agricultural practices.
In April 2024, five beehives were installed in the green area near the San Donato curve. Bees are vital to natural and agricultural ecosystems, responsible for roughly 80% of worldwide pollination. Their role is essential for preserving biodiversity and ensuring food security.
The project thus makes a tangible contribution to safeguarding a species crucial for ecological equilibrium and the future of our land.
Since 2024, the 'Sensitive mowing' project has been in place, covering all outdoor areas of the circuit. This approach to managing grasslands seeks to minimise harm to biodiversity and soil, while providing more sustenance and refuge for bees and other pollinators.

The table below shows the areas relating to volumes, which have increased over the years, while for green and wooded areas there has been no change:

Description	*sqm*	*%*
Buildings	8.000	0,5
Squares and connecting roads	182.000	11,4
Track, escape routes and internal areas	300.000	17,6
Green areas	900.000	52,9
Wooded areas	300.000	17,6
TOTAL green areas	1.200.000	71
TOTAL	**1.690.000**	100

The company is dedicated to maintaining green and wooded areas, especially given the picturesque surroundings of Mugello.
The upkeep of green spaces is outsourced to an external firm responsible for mowing the lawn and clearing underbrush, following these guidelines:

Zone	*Maintenance*	*Frequency*	*Notes*
Track adjacent area	grass cutting	8/10 times a year	The cut grass is deposited on the lawns outside the track
Track external area	Grass cutting	4/5 times per year	Grass cuttings are kept in place
Wooded areas outside track	undergrowth clearing	once a year	Cuttings are burnt

MATERIAL EFFICIENCY

The material efficiency indicator was not developed because the organisation solely provides services.

EMERGENCY PREVENTION

During events and races, the pits face a high risk of fire due to the presence of vehicles; the garages, situated on the Palazzina's ground floor, are specially designed for fire safety, featuring direct and easily accessible exits to the exterior.
Another potential risk area is the paddock, especially during events; the presence of combustible and flammable materials, along with the high number of people and their self-directed involvement, complicates preventive measures and may necessitate emergency responses from the racetrack team.
For the racetrack activity, a MEDIUM RISK level has been identified, as outlined in Annex IX of the Ministerial Decree dated 10.3.98. This classification is due to the activity being subject to fire prevention regulations and the presence of flammable and/or combustible substances. However, given the conditions of the premises and the operational practices in place, the likelihood of fire spreading is considered to be limited.
In June 2018, the FPC was updated, covering all activities subject to inspection by the Fire Brigade. This includes venues with a capacity of over 2000 seats (65.2/C), power generation facilities with a total capacity of 1169 kW (49.3/C), thermal power plants exceeding 700 kW (74.3/C), garages smaller than 3000 m² (75.2/B), petrol stations (13.3/C), and oxygen decompression plants located at CM (2.1/B).
The FPC is also currently being obtained for the external fuel depot in the Parc Fermé area.
Staff have been briefed and trained on emergency procedures, and the following plans have been developed for such situations:

- First aid plan
- Fire and evacuation plan for indoor use
- Fire and evacuation plan for use by visitors (public, suppliers, customers, etc.)

During large sporting events, like MotoGP, trained control staff manage and direct the movement of exiting crowds. Additionally, evacuation plans are posted in all accessible areas of the Palazzina and are available to all; the evacuation plan is included in the General Regulations for customer use, while suppliers at the Mugello Circuit can download it directly from the Canopo portal.

Prevention and protection measures adopted

The passive protection measures taken are as follows:

- compartmentalisation (TPP, Palazzina, protected internal stairs)
- good general ventilation
- sufficient and alternative escape routes
- state-of-the-art and newly installed systems.

The active protection measures taken are:

- portable powder and CO_2 fire extinguishers of various extinguishing capacities and in sufficient numbers; please refer to the monitoring and control plan with the complete list and the various locations. In 2018, fire extinguishers were installed in the forecourt, by the service pillars, and outside the Medical Centre.
- firefighting water system with UNI 45 hydrants, two fire brigade connections at the water tank, powered by a pump connected to an emergency generator. The 50 cubic metre water reserve is fed by gravity from a 500 cubic metre tank, which is filled from wells upstream.

Signage and alarms

There are appropriate fire signs (fire extinguishers, fire hydrants, escape routes, emergency doors, etc.).
The emergency lighting system comprises multiple self-powered lamps, each with self-diagnosis capability.

In 2009, a system was installed that detects and sounds an alarm, and also controls the fire-resistant doors.

Emergency management and organisational measures

In accordance with Article 5 of Presidential Decree 37/98, the Circuit must:

- ensure that firefighting equipment and devices are kept in efficient working order;
- maintain a dedicated log within the company, accessible upon request by the authorities, to document inspections, maintenance, training, and all notable fire safety activities.

The Mugello Circuit has also trained an adequate number of its staff as firefighters; the aforementioned team is adequate for routine situations.
During sporting competitions and motorsports trials of various kinds, services, especially fire-fighting and medical services, are provided by specialised companies that supplement and operate emergency equipment. In public spaces, particularly near entrances and facilities, clear signs mark paths, connecting routes, exits, emergency points, and toilets.

OTHER DIRECT ENVIRONMENTAL ASPECTS

The Mugello Circuit's vehicle fleet includes the vehicles detailed in the table below:

No.	*Description*	*Purpose*
1	FIAT Panda 4x4 cars	Technical Services
2	FIAT Strada cars	Track maintenance and service
1	FIAT Doblò cars	Maintenance
1	FIAT Scudo cars	
1	FIAT Doblò cars	Commissioners
4	ALFA ROMEO cars	Medical Centre - doctors' cars
3	PIAGGIO Vespa scooter	Management offices
6	PIAGGIO Liberty 125 scooter	Services
4	APRILIA Scarabeo scooter	Track service
3	APRILIA Scarabeo scooter	Reception desk
3	APRILIA Scarabeo scooter	Maintenance
1	Cherry-picker truck	Maintenance
1	Drago forklift	
1	LM430 telehandler	Track recovery service
1	Ravo 5002 sweepers	Track cleaning service
1	Ravo 5002 sweepers (new)	
1	IVECO Daily truck	Noise detectors
3	Cresci trailers	
2	Maserati	Race management

The table below displays the annual fuel consumption, broken down by type:

	UoM	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**1H 2025**	**Exp. 31.12.25**
PETROL 95	lt	2.567	1.972	2.182	2.528	2.212	2.334	1.012	2.000
PETROL 98	lt	32	0	0	0	0	0	0	0
PETROL 100	lt	/	23	2	5	1	0	0	0
PETROL tot.	lt	**2.599**	**1.995**	**2.184**	**2.533**	**2.213**	**2.334**	**1.012**	**2.000**
DIESEL	lt	**14.788**	**9.967**	**13.558**	**14.041**	**13.950**	**14.294**	**8.705**	**15.000**

INDIRECT ENVIRONMENTAL ASPECTS

Indirect environmental aspects relate to the self-service restaurant and its suppliers.
Regarding the restaurant, the Mugello Circuit provides a space within the building to an external company that operates the catering service with its own team.
Due to the close relationship with the business and direct engagement with the company, Mugello Circuit undertakes initiatives to increase the restaurant owner's awareness of environmental issues. This ensures that all staff adhere to the environmental management regulations in place at the racetrack.
To achieve this, we distributed notes on environmental practices to educate catering staff.
Suppliers and contractors were evaluated on their commitment to environmental protection in their operations.
All suppliers have been assessed based on their operations and the level of influence the company can wield over them. This assessment has culminated in a list of suppliers with whom Mugello Circuit intends to engage in an environmental protection awareness initiative, through both direct communication and the distribution of informative materials.

ENVIRONMENTAL IMPACTS and PRIORITIES FOR ACTION

Following the directives of the Management, the head of the EMS has identified the environmental impacts to consider for each aspect of the environment. This was done after confirming compliance with legislation and includes considerations for normal, abnormal, and emergency operational circumstances.

For each of these environmental impacts, the attributes of SIGNIFICANCE (the risk of triggering adverse effects on environmental elements), EFFECTIVENESS (the capability to address environmental concerns associated with the aspect under review), and the SENSITIVITY of the area (a measure that considers both the likelihood of the region sustaining damage and the volume of complaints received) were assessed.

For each characteristic, a score from 1 to 4 was given, resulting in the priority/significance of the managed intervention according to the following table:

Values between 1 and	**Not important**	
Values between 7 and	**Low priority**	Medium-term actions (over two years)
Values between 13	**Medium priority**	Short-term actions (one year)
Values between 33	**High priority**	Urgent actions (six months)

The result of this evaluation is summarised in the list below:

Environmental aspects	*Environmental impacts*		*Condition*	*Priority*
Atmospheric emissions	=====	=====	Normal	**1**
			Emergency	**1**
Water discharges	=====	=====	Normal	**1**
			Emergency	**1**
Noise emissions	Environmental impact	Noise pollution of the local area	Normal	**32**
			Emergency	**12**
Environmental aspects linked to activities	=====	=====	Normal	**1**
			Emergency	**1**
Waste	Environmental impact	=====	Normal	**1**
		Soil contamination	Emergency	**16**
Water	======	=====	Normal	**1**
			Emergency	**1**
Energy	=====	=====	Normal	**6**
			Emergency	**1**
Underground tanks	Environmental impact	=====	Normal	**1**
		Soil contamination	Emergency	**12**
Chemicals	=====	=====	Normal	**1**
			Emergency	**1**
Hazardous substances	Environmental impact	=====	Normal	**1**
		Contamination of soil by accidental spills	Emergency	**12**
Ozone-depleting substances	Air pollution	Release of ozone-depleting substances into the atmosphere (R22)	Normal	**18**
			Emergency	**1**
Management of green space	=====	=====	Normal	**1**
			Emergency	**1**
Emergency management	Environmental impact	=====	Normal	**1**
		Soil and air contamination	Emergency	**16**
Vehicles	Resource consumption	Company vehicles	Normal	**12**
		=====	Emergency	**1**
Indirect aspects	Environmental impact	Incorrect waste disposal by suppliers	Normal	**16**
		===	Emergency	**1**

ENVIRONMENTAL PROGRAMME and IMPROVEMENT OBJECTIVES

General aspects

The environmental programme is prepared by the H-IMS and approved by Management; it is also disseminated to all managers involved in its implementation.
The programme details environmental goals, related targets, and the actions required to meet each target. It outlines responsibilities, resources, and timelines, as well as dates for progress checks.
Should the company's activities change significantly, or if the importance of environmental aspects shifts, as shown by regular monitoring results, we will update the document.
This document is overseen by the H-IMS and reviewed yearly in the Management Review.

Environmental Programme And Improvement Objectives

The tables below display the improvement plans carried out over the past three years and the one now in progress; in addition to the actions taken or planned, the responsibilities and allocated resources are also outlined.

IMPROVEMENT PROGRAMME to be implemented in the 5th THREE-YEAR PERIOD (2022-2024)

Environmental aspect	*Improvement target*	*Action*	*Person responsible*	*Closing data*	*Opening data*	*Resources (€)*	*Est. end date*	***Status as at 30.6.24***
Waste	Improved waste collection	Public area separated waste collection during the Moto-GP	Head of IMS	43%	48%	45.000	30.6.22	In progress
				===	50%	45.000	30.6.23	
				===	52%	45.000	30.6.24	
		Waste and recycling stations in the paddock	Head of IMS	===	5 waste and recycling stations	10.000	31.12.24	In stand-by
		Cigarette butt collection	Head of IMS	===	100% recycled	**===**	31.12.24	Planning
		Tyre recovery via consortium	Head of IMS	===	Elimination of recovery costs	**===**	31.12.24	Planning
	Paper towel reduction	Dyson automatic electric hand dryer integration	Technical office	Consumption of 600 kg paper	Paper elimination towels	12.000	31.12.24	Planning
	Reducing plastic use	NO plastic bags	Management	===	Plastic elimination	5.000	31.12.22	Completed **October 2022**
Water	Optimising consumption during the GP	New well or restoration of existing well by Publiacqua	Technical office	**===**	Requirement from wells 800 m3/d	**===**	31.12.21	Temp. suspended
Energy	Reducing consumption	Replacement of air conditioning systems with heat pump (offices and press room)	Technical office	===	Reduction of 40,000 kWh/year 40% methane	200.000	31.12.21	Temp. suspended
		Replacement of air conditioning/heating systems (suites + restaurant)	Technical office	===	Reduction of ..... kWh/year	210.000	31.12.24	Completed **October 2024**
		Replacement of ceiling lights (press room)	Technical office	===	Reduction 50% consumption	5.000	31.12.22	Completed **June 2022**
		Replacement of ceiling lights (MC + timekeepers + catering 3rd floor)	Technical office	===	Reduction 50% consumption (3000 kW/y)	4.000	31.12.3	Partial completion June 2024
		Replacing old boiler with a condensing boiler (MC)	Technical office	===	Reduction 30% consumption	9.000	February 2023	Completed **February 2023**
		Replacement of 10 Paddock MC lights	Technical office	===	Reduction 40% consumption	10.000	30.6.24	Completed **May 2024**
		Replacement of SOUTH TPP boiler with 170 kW heat pump	Technical office	===	Energy saving 103,371 kWh	20.000	31.10.24	Completed **October 2024**
	Increased production from PV	Panel upgrade or replacement	Head of IMS	Yield 73%	Yield > 85%	**===**	31.12.24	Planning
Emergency prevention	Greater efficiency in emergencies.	Gas shut-off valve at the racetrack entrance	Technical office	3 gas shutoff valves	1 single shut-off valve	3.000	31.12.24	Planning
	Fire/explosion risk limitation	Realisation of reinforced concrete walls (Parc Fermé - tankers)	Head of IMS	Restricted area	Protection of areas at risk	**===**	31.06.21/22	Temp. suspended

Noise	Limitation of noise emissions	Checks of vehicle unloading devices on the track	Race management	===	Compliance with sporting emission limits regulations	===	Annual frequency	In progress
Soil	Sustainable use of green areas	Arboreal heritage registry	Management	===		===	31.12.21/24	Planning
		Recovery of wood chips from green area cleaning	Management	===		===	31.12.24	Planning
	Sustainable lifestyle	Bike sharing	Technical office	===		===	31.12.24	Planning
	FSC certification	Sustainable forests	Management	===		===	31.12.24	Planning

IMPROVEMENT PROGRAMME to be implemented in the 6th THREE-YEAR PERIOD (2025-2027)

Environmental aspect	*Improvement target*	*Action*	*Person responsible*	*Closing data*	*Opening data*	*Resources (€)*	*Est. end date*	***Status as at 30.6.25***
Waste	Improved waste collection	Public area separated waste collection during the Moto-GP	Head of IMS	43%	48%	45.000	30.6.25	In progress
				===	50%	45.000	30.6.26	
				===	52%	45.000	30.6.27	
		Waste and recycling stations in the paddock	Head of IMS	===	5 waste and recycling stations	10.000	**===**	In stand-by
		Cigarette butt collection	Head of IMS	===	100% recycled	**===**	31.12.25	Project on stand-by due to lack of budget
		Tyre recovery via consortium	Head of IMS	===	Elimination of recovery costs	**===**	31.12.25	Project verification not feasible
	Paper towel reduction	Integrating electric hand dryers	Technical office	Consumption of 600 kg paper	Paper elimination towels	12.000	31.12.25	Completed June 2025
Water	Optimising consumption during the GP	New well or restoration of existing well by Publiacqua	Technical office	===	Requirement from wells 800 m3/d	**===**	**===**	Awaiting response from the municipality for use of existing wells
Energy	Reducing consumption	Replacement of air conditioning systems with heat pump (offices and press room)	Technical office	===	Reduction of 40,000 kWh/year 40% methane	200.000	**===**	Project not realised due to resources diverted to South TPP
		Replacement of ceiling lights (P14 + terraces + pits)	Technical office	===	Reduction 50% consumption (3000 kW/y)	25.000	31.12.26	To be completed
		Replacement of ceiling lights (MC + timekeepers + catering 3rd floor)	Technical office	===	Reduction 40% consumption (3000 kW/y)	4.000	31.12.25	Completed June 2025
		Replacement of paddock lights	Technical office		Reduction 40% consumption (35,000 kW/y)	60.000	30.6.25	Completed June 2025
	Increased production from PV	Panel upgrade or replacement	Head of IMS	Yield 73%	Yield > 85%	**===**	31.12.25	Project on stand-by as resources diverted to south TPP changes
Emergency prevention	Greater efficiency in emergencies.	Gas shut-off valve at the racetrack entrance	Technical office	3 gas shutoff valves	1 single shut-off valve	3.000	31.12.25	On stand-by pending structural interventions in area
	Fire/explosion risk limitation	Containment and management system for tankers (Parc Fermé and pits	Head of IMS	Restricted area	Protection of areas at risk	**===**	**===**	Project under development
Noise	Limitation of noise emissions	Checks of vehicle unloading devices on the track	Race management	===	Compliance with sporting emission limits regulations	**===**	Annual frequency	In progress

Soil	Sustainable use of green areas	Arboreal heritage registry	Management	===		===	31.12.25	Project on stand-by due to lack of resources
		Recovery of wood chips from green area cleaning Sensitive mowing	Management	===		===	31.12.25	Project replaced by sensitive mowing
	Sustainable lifestyle	Bike sharing	Technical office	===		===	31.12.25	Under evaluation
	FSC certification	Sustainable forests	Management	===		===	31.12.25	Under evaluation

The goals and measures outlined in the UNI EN 20121 standard primarily relate to social sustainability and the economic effect on the local area.
Nevertheless, there are actions for communication, raising awareness, and involving stakeholders that also lead to better environmental outcomes.
Some of these are reported below:

- organising workshops for the staff of the Mugello Circuit on sustainability, emphasising Carbon Footprint and Climate Change, to raise awareness about environmental concerns;
- enhancing the engagement and awareness of event organisers by incorporating a guide on sustainable event organisation into the General Regulations of the racetrack;
- assisting with the execution of the KiSS MUGELLO project, the FIM's programme for environmental and social sustainability, during the MotoGP Italian Grand Prix;
- evaluating the achievement of FSC Ecosystem certification for the Mugello Circuit park;
- evaluating the practicality of measuring CO_2 emissions and their compensation (Carbon Neutrality) through projects based on nature or technology.

Organisation name:	**Mugello Circuit SpA**
Address of the organisation:	Via Senni 15, San Piero a Sieve and Scarperia (FI)
Contact person:	Roberta Ferrari - tel. 055.8499207
NACE code of the business:	93.11 – 93.29
Number of employees:	16
Name of accreditation body:	KIWA CERMET Italy spa
Registration number:	**IT-001479**
Date of next ED:	October 2026