



Submission to Select Committee on the Safe Operation and Use of Off-Road Vehicles

October 6th, 2010



YUKON OFF-ROAD RIDERS ASSOCIATION
Submission to *Select Committee on the Safe Operation and Use of Off-Road Vehicles*
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Introduction

The Yukon Off-Road Riders Association (YORRA) was officially formed in May 2010 after founders recognized a need for a territorial rider's association in the Yukon to represent riders' needs and interests, to educate riders, and to examine the feasibility of creating summer riding infrastructure in the Yukon. The Association currently represents just over 1200 recreational and commercial ATV and motorcycle users in Yukon. Our official mandate is:

- To promote responsible and safe recreational and commercial ATV and off-road motorcycle riding in the Yukon.
- To provide resources for all recreational and commercial ATV and off-road motorcycle riders in the Yukon.
- To ensure responsible riding education programs are available to those who desire them.
- To consolidate and present all members positions to and advocate for member's interests with relevant legislative committees and other associations.
- To always respect the rights of and consult fairly with other recreational and commercial land users in the Yukon.
- Any further mandate will always come from and be defined by association members.

In addition to a verbal presentation, we are submitting letters provided to us by our members, and a summary of the relevant results of our on-line member's survey, which outline members' thoughts, positions and the possible impact of legislative changes proposed in public forums.

We believe that ATV and off-road vehicle (ORV) use is an integral part of the Yukon lifestyle for many Yukoners. It also contributes significantly to the Yukon economy through sales consumables, tow vehicles, gasoline, parts, and accommodation, and is an important tool to many industries including mining, exploration, tourism dog mushing and others. ATVs are commonly used by hunters and outfitters to reach their hunting area and their kills. We estimate that there are 4,000-5,000 ATVs in Yukon, and that 98% of ATV owners provide opportunities for non-owners to ride Yukon trails. ATV riding can contribute to a healthier, outdoor lifestyle (see attached studies) and can provide access to areas of the Yukon that some people who may be physically challenged would otherwise not be able to reach.

Accomplishments to Date

- Yukon Off-Road Riders' Association will offer a hands-on education program that will begin in May 2011, educating riders in the Canada Safety Council's "ATV Rider Course", a national standard for recreational riders as well as OH&S insurers. This will be taught by certified CSC instructors. We plan to provide separate courses for side-by-side ATVs. Both programs will also include Tread Lightly partner messaging as well as input from the Yukon Conservation Society and others on Yukon specific issues, and a trail etiquette portion which we are developing with other local trail users. This program currently only lacks a facility and materials support. Depending on support, this will have an end user cost of between \$0.00 and \$25.00.

- Local dealerships have agreed to include these training programs with new machines in 2011 at a cost (to dealer) of \$25.00
- We are now providing materials aimed at educating youth and young adults to the City of Whitehorse By-Law Services to be distributed in schools. The Canadian Off-Highway Vehicle Distributors Council will provide these in required quantities for educational purposes, at no cost.
- We are working on a public “safe operation and responsible riding” messaging campaign.
- We are seeking support from the Committee and government with other future initiatives that we believe are important to the Yukon. These include further public safety and written education initiatives, and the development and upgrade of multi-use trails.

Issues and YORRA's Related Position

Public Information

We believe that currently, the public is not well-informed on the issues and facts involved in this discussion. The public does not clearly understand the difference between territorial and City legislative issues. For example, YORRA has received letters asking that the Association support restrictive legislation to solve problems in Riverdale, Porter Creek, and Granger. Based on other letters YORRA has received, there appears to be public misconception that restricting ATV use will prevent hunting; that when ATV's pass through an area, wildlife doesn't return, which is contrary to common sense and our own observations.

We are also concerned that the government's on-line survey could result in unrepresentative outcomes, because there is no way to ensure that the same individual is not filling out the form multiple times.

Helmet Laws

As an organization, we believe that helmet laws are not only necessary to protect riders (especially youth) from injury, but that they are also necessary from a financial and public health point of view for the territory, to reduce unnecessary burden on our health care system.

Just over 50% of our members support blanket mandatory helmet use. We believe that this number is low due to those seeking special exceptions, such as when hunting, however a clarifying question has not yet been put to the membership.

Youth Escort/Adult Supervision

We and national organizations feel that youth under the age of 14 are very impressionable and that the 8-14 age range is the best time for parents and caregivers to imprint responsible riding values on their children. YORRA is in full support of a meaningful, well-crafted legislation that restricts youth under 14 from operating an ATV anywhere unsupervised, or at minimum on public lands. We will help promote and educate the public on any such law.

Across Canada many provinces have a law requiring adult supervision for youth under the age of 14, including Alberta, Manitoba and New Brunswick. Many other provinces have more complex requirements indicating that only trained youth age 14 and 15 can operate an ATV alone and many have machine size restrictions for ATV operators. Though mandatory youth training may be an excellent idea, machine size restrictions are proving impractical; sales statistics show they are not

likely being observed. When interviewing parents, we find this is a financial issue. Parents are unwilling to buy a \$3,000 to \$4,000 machine for a 14 year old, when the child will outgrow such a machine in two or so years.

62% of our members support mandatory adult supervision for youth riders under the age of 14.

Relevance of other jurisdiction's experiences with education and legislative approaches.

YORRA believes that we can learn from other Canadian jurisdictions' experiences in that we can make a list of possible legislative tools that may apply to the Yukon. However, we need to be also sure to evaluate the vast differences in pressure and population in these areas to decide what may and may not be relevant. In other jurisdictions, the total population putting pressure on land use areas, and the socio-economic profile of these users, is likely to be substantially different from the Yukon.

The public has been hearing that education programs failed in other areas; however, there is a significant amount of missing information, such as: 1). What percentages of riders were educated?; 2) What type of education was provided?; 3) How well promoted and executed were those educational programs?; 4) What was the goal of the education program ?

In Canada, some legislated rider training programs have been poorly received (such as in Nova Scotia, where there are 90 times more registered ATV's in a province 1/9th the size of Yukon), whereas in others, well-funded and well-promoted voluntary rider education programs have better participation rates (stats are available through Canada Safety Council).

These facts need to be considered carefully before adopting a different jurisdiction's "solution", because it may not work among the Yukon demographic or fully meet Yukoners' needs.

Should we use Legislation to mitigate potential environmental damage ?

YORRA believes that enforcement of unsupported legislation would be cumbersome if not altogether impossible, and would be extraordinarily expensive. A Conservation officer has stated that Yukon has one of the lowest number of conservation officers per kilometer and per animal harvested; therefore they would have limited extra resources to focus on ATV regulation enforcement. For example, Yukon currently has approximately 14 Conservation Officers for the entire territory; Nova Scotia has 14 Conservation Officers who are dedicated to enforcing ORV regulations. RCMP have advised that they would enforce the *Motor Vehicle Act* but would need new dedicated resources to enforce any off-highway regulations. Nova Scotia has 14 officers whose job is to deal with Off-Road Vehicles.

Citizen enforcement has been proposed; however, this is a very hit-or-miss way to regulate (for example, one rider reported travelling 180km on an ATV without seeing another person). Another related issue is growing conflict between ATV users and anti-ATV extremists on the trail who have been reported to have behaved irresponsibly or criminally (by throwing rocks and objects at riders, telling riders that they hope the rider dies on the machine, and damaging parked vehicles). This kind of conflict is likely to escalate if citizens were expected to enforce legislation. In the interim, YORRA will continue to work with other trail user and environmental groups, horse riders, cyclists, YCS and CPAWS to improve relations and reduce hostility with these users.

YORRA's position is that any plan to control for environmental damage will need to be supported by responsible riders. This would mean that the majority of riders will discuss it with their

friends, family children and other riders, will enforce these rule sets with their children, and help bring about real change in attitudes and actions. Many members have volunteered to trail mentor our own code of ethics and any reasonable new legislation next year wherever possible. In Nova Scotia, there are to date 400 "trail wardens", who are formally trained by the rider's association to help manage their trail systems. This could be an option in Yukon.

Positive outcomes of responsibly constructed legislation to protect the environment:

- If legislation were equally applied to all users, the current identified worst offenders could be stopped
- Responsible legislation would be peer enforced by riders and become part of ongoing rider education efforts.
- Responsible legislations would not impact those who do not damage the landscape.

Negative outcomes of irresponsibly constructed or reactionary legislation to protect the environment:

- The damage to the environment is currently not quantified. To date we see only pictures of selective damage from the three major trail systems that are most at risk in the Whitehorse area. Without a formal survey of the extent of damage, and information on how much of it is caused by trucks, how much is caused by hunters, recreational riders and commercial users, a balance can not be determined between environmental protection and individual/commercial rights access the land responsibly.
- Would not be reasonably enforceable
- May not prevent damage to the landscape.
- Exploration: This would impact growth in the resource sector and limit exploration. A local privately owned survey company described ATV use off-trail as the difference between \$20.00 an hour for an ATV or \$1500.00 an hour for a helicopter. They said the majority of their 2009 claim surveys would not have been feasible without ATVs. The Yukon Chamber of Mines also expressed this concern and verified that those staking claims currently are not covered by and have no restrictions under the *Quartz Mining Act* regarding trails or modes of transport. If legislation restricted these users the helicopter would be the only available option limit exploration opportunities.
- First Nations: Would impact First Nation members' access to and hunting in their traditional territories.
- All Hunters: Would negatively impact many Yukon hunters and the hunting industry in the Yukon.
- Communities : Would negatively impact communities who use ATVs for primary transportation
- Industry : Would negatively impact hotels, fuel stations, restaurants and community industries in the Yukon
- Recreation : Would negatively impact thousands of recreational riders in the Yukon and their outdoor lifestyle.
- Musers : Would negatively impact mushers on their local trail systems
- Physically challenged : Would negatively impact mobility or physically challenged as well as aging riders.
- Tourism : Would negatively impact tourism and guiding operations. (Google, ATV tours Yukon)
- Could result in duplication of legislation: for example, the *Wildlife Act* covers legislation to prevent harassment of wildlife

Complications with Trail Mapping

A dedicated trail map from which ORVs cannot depart will put an undue burden on almost every stakeholder group, be it recreational and commercial. The only people it will have little impact on is those already operating a mine under the *Quartz Mining Act* or YESSA permit and those who are likely to ignore this type of legislation.

Trail mapping will cost between \$25.00 and \$75.00 per kilometre (based on figures from ATV Manitoba who is currently mapping usage). In the Yukon, with between 20,000 km and 50,000 km of trail, this puts the cost between \$500,000 and about \$3,750,000 not including publication and propagation.

We have been informed by ATVBC that if this option is considered, a legal opinion should be sought regarding the liability consequences of publishing or disseminating a trail map. Those who have sought a legal opinion are unable to share it but have told us that in a third party summary of the legal opinion states "that the publisher of a trail map, in case of injury or death due to rider error on those trails shown and extensions of those trails, will likely be found fully liable for the maps deficiencies and failure to indentify a defined class of rider the trail is suitable for. Also if hazard is the cause of injury, failure to identify even the most recent hazards on the trail, including degradation or debris, could result in a difficult, protracted and not necessarily successful defence to demonstrate that it would be unreasonable to find the publisher of a trail map financially liable for resulting injuries".

Broader Environmental Protection

If legislation is to be used to protect the environment, then it should protect it from all commercial and recreational users, including ATV's, trucks, cyclists, and hikers, in addition to deliberate environmental vandals. YORRA suggests that fines for causing environmental damage should be applicable to any land user and that no user not already regulated under the *Quartz Mining Act* or a YESSA permit be exempted. Any imposed sanctions should be meaningful and require real reparations and restoration of damaged land areas for those who are found guilty. B.C. has adopted this solution and it is currently being enforced with fines imposed. In B.C., riders actively monitor other riders and discourage violations and report repeat or deliberate offenders. This legislation has been well thought out and brought into effect with extensive consultation and should be an excellent applicable model for the Yukon. This would allow the 1% of irresponsible riders who are doing 90% of the damage to be discouraged or punished. The riders association members would support this legislation and peer monitor compliance with this legislation.

Please see a summary the attached "**Protect our Forests and Range Land**" pamphlet.

Trail Breaking

We are receiving reports of extensive trail breaking in 2010 especially since the start of the hunting season. We feel there is little valid reason for breaking new trails without a formal frame work or planning process. We are unsure of the possible impact on the Yukon of hundreds of kilometers of new trail in the Yukon each year.

We ask that the committee place an immediate moratorium on recreational trail breaking until the impact of such activities and the viability of a management plan can be assessed or more permanent legislation be put in place.

Our Recommendations

The Yukon Off-Road Riders Association strongly believes

- That the *Select Committee on the Safe Operation and Use of Off-road Vehicles* should recommend a mandatory helmet law for all Yukoners. We also recommend that any exemptions be carefully considered and that they not apply to youth under 16.
- That the Committee should recommend mandatory adult supervision for those riders under the age of 14.
- That the committee recommend that no more than 1 person occupy one ATV unless it has been modified to accommodate two people or was designed as such from the factory.
- That the committee place an immediate moratorium on recreational trail breaking until the impact of such activities and the viability of a management plan can be assessed or more permanent legislation be put in place. This moratorium would be fully supported by both the riders association, Trails Only Yukon and other organizations.
- That the committee seek legislative solutions to support and encourage training in the Safe Operation of ATVs, UTVs and motorcycles in the Yukon.
- That the committee examine the possibility of mandatory education for youth riders in the Yukon (under 16)
- That the Committee suggest the current wording of the *Motor Vehicles Act* at some date be corrected to properly reflect its original intentions regarding Off-Highway vehicles.
- That the Committee not put forth any recommendations which restrict Off-Highway Vehicles to a designated trail system or map, for the sake of the Yukon taxpayer, businesses and the rights of hunters and responsible recreational riders.
- That the Committee recommend legislation against recreational trail breaking on public land without a permit or review, for any land user not covered under the *Quartz Mining Act* or a YESSA permit. That the committee or the government should consult further with the public on the best form for this legislation..
- That the Committee recommend similar environmental protection against scarring the Yukon landscape as found in the B.C. Forests and Ranges Act

If the *Select Committee on the Safe Operation and Use of Off-road Vehicles* believes that the above are not the appropriate solutions, YORRA requests that you recommend the formation of an action committee to examine solutions to the environmental impact of Off-Road and Off-Highway Vehicle use.

If an action committee is formed, YORRA requests that the new committee assess:

- The environmental impact of ORV/OHV use in the Yukon.
- That this action committee consist both of members of government and stakeholders in ORV/OHV use.
- The needs of all recreational, commercial and first nations' stakeholders.
- How to ensure that this process be durable, in that it will continue through and beyond the next territorial election.
- Permanent legislation against unpermitted trail breaking and a permitting process for new trails.
- Legislative solutions that protect the environment but do not unduly impact the rights of responsible riders.

The Yukon Off-Road Riders Association members would like to thank you for your interest in our input on this matter and look forward to further discussion on the issues.

Chris May
President.

James Black
Vice-President.



Protect our Forests and Range Land



DAMAGING THE ENVIRONMENT IS PROHIBITED BY LAW IN BRITISH COLUMBIA

Recent changes to forestry legislation make individuals who damage an ecosystem on Crown land (such as wetlands, grasslands, and alpine areas) subject to penalties. If cases are prosecuted in the courts, they carry a maximum fine of \$100,000, up to one year in jail, or both.

The goal is to prevent damage to the environment, not stop all recreational activities. Most people who use Crown land act responsibly.

It is illegal to build a trail or roadway on Crown land without authority.



News Release

The Results Are In! Off-Road Vehicle Riding Is Good For Your Body and Soul

Toronto, Ontario, August 26, 2010 –The Canadian Off-Highway Vehicle Distributors Council (COHV) and its funding partners the All-Terrain Quad Council of Canada (AQCC), the Motorcyclist Confederation of Canada (MCC) and the government of Nova Scotia have received the first of four reports from York University, confirming that riding all-terrain vehicles (ATVs) and off-road motorcycles (ORMs) is good for your body and soul.

Jamie F. Burr, Veronica K. Jamnik, Jim A. Shaw and Professor Norman Gledhill at York University's Physical Activity and Chronic Disease Unit, Faculty of Health conducted the study. The purpose of the research -- to characterize the physiological demands of recreational off-road vehicle (ORV) riding under typical ORV riding conditions using habitual recreation ORV riders.

Study analysis of exercise intensity during riding revealed "approximately 14% of an ATV ride and 38% of an ORM ride are within the intensity range required to achieve changes in aerobic fitness. Riding on a representative course also led to muscular fatigue, particularly in the upper body."

Jamie Burr, York University, Faculty of Health concluded, "On the basis of the measured metabolic demands, evidence of muscular strength requirements, and the associated caloric expenditures with off-road vehicle riding, this alternative form of activity conforms to the recommended physical activity guidelines and can be effective for achieving beneficial changes in health and fitness." Jamie further added, "Off-Road Vehicle (ORV) riding is similar in aerobic demand to many other recreational, self-paced, sporting activities such as golf, rock climbing and alpine skiing."

"COHV and its partners were pleased to learn that this first report confirms what ORV riders already know -- that being out on the trails is not only fun but contributes to individual and family well-being and physical fitness," stated Bob Ramsay President of the MMIC. "This ground breaking, first ever comprehensive, scientific probe of the fitness and health benefits of ATV and ORM recreational riding proves that riding creates sufficient opportunity to stimulate changes in aerobic fitness and falls within the physical activity guidelines of both Health Canada and the American College of Sports Medicine (ACSM)."

ORV health benefits.../2

There is still more to come. As they are published, COHV and its partners look forward to reviewing subsequent sections of the study that will further assess the fitness and health characteristics (body composition, musculoskeletal fitness, aerobic fitness, back fitness, physical activity participation, lifestyle characteristics, health characteristics and quality of life characteristics) of this same representative sample of participants.

The COHV and its member companies: Arctic Cat, BRP (*Can-Am*), Honda, Kawasaki, KTM, Polaris, Suzuki and Yamaha are committed to family recreation and healthy, active life styles. We believe that the results of this study are a great resource to be shared with those who question OHVs as a healthy recreational activity.

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ATV & ORM Health Benefit Study Fact Sheet

- Study conducted by York University Physical Activity and Chronic Disease Unit, Faculty of Health, and supported by the Canadian Off-Highway Vehicle Distributors Council, the All Terrain Quad Council of Canada, The Motorcyclists Confederation of Canada and the Government of Nova Scotia
- A ground breaking, first ever comprehensive probe of the fitness and health benefits of all-terrain vehicle (ATV) and off-road motorcycle (ORM) recreational riding. The national study expanded on an Ontario pilot study of the health benefits of off-road motorcycle (ORM) riding.
- Jamie F. Burr, Veronica K. Jamnik, Jim A. Shaw and Professor Norman Gledhill at York University's Physical Activity and Chronic Disease Unit, Faculty of Health agreed to conduct the study and for Jamie Burr, a kinesiologist and exercise physiologist at York, the research would be part of his PhD. The purpose of the research -- to characterize the physiological demands of recreational ORV riding under typical ORV riding conditions using habitual recreation off-road vehicle riders.
- The study was approved by the university's human research ethics review board, and in accord with research ethics guidelines, written and informed consent was provided by all participants, with those younger than 18 yr also providing parental consent after verbal explanation of procedures.
- This published report (July 2010 issue of *Medicine & Science in Sports & Exercise*, the Official Journal of the American College of Sports Medicine (ACSM), "Physiological Demands of Off-Road Vehicle Riding") on one component of the research focuses specifically on the physiological demands of off-road vehicle (ORV) riding, compares them to the demands of other recreational activities, and explores the health and fitness benefits that ORV participation can provide to Canadians.
- Subsequent publications will examine the fitness and health of habitual recreational off-road riders; their own health perceptions, lifestyle behaviours and quality of life; and fitness and health training adaptations from six to eight weeks of ORV riding (i.e. how much ORV riding is required for health and fitness benefits to be derived).
- Study began in 2007 with a nationwide survey involving 310 participant to determine the characteristics of a "typical" rider and of a "typical" ride (Phase I). This information was then used as the basis to determine the health and fitness impacts of off-road riding (Phase II).

Health Benefit Study.../2

- Phase II involved 128 riders – male and female divided between the age groups of 16-29, 30-49 and 50+. Riders were first familiarized with the trail for safety reasons. All riders used their own riding gear and vehicles to avoid the necessity of having to adjust to new equipment. Riders wore specially designed helmets and equipment that allowed researchers to monitor and measure the physical demands of off-road riding (heart rate, oxygen consumption, muscular involvement (fatigue), and rate of exertion).
- Off-road vehicle riding was found to require “a true physiological demand that would be expected to have a beneficial effect on health and fitness according to Canada’s current physical activity recommendations”
- Off-road vehicle riding was determined to be a recreational activity associated with moderate-intensity cardiovascular demand and fatigue-inducing muscular strength challenges, similar to other self-paced recreational sports such as golf, rock-climbing and alpine skiing
- Oxygen consumption, which is an indicator of physical work, increased by 3.5 and 6 times the resting values for ATV and ORM riding respectively – which falls within moderate intensity activity according to the American College of Sports Medicine guidelines and is in line with Canadian physical activity recommendations.
- The duration of a typical ride (2-3 hours for ATV, 1-2 hours for ORM) and the frequency of the rides (1-2 times a week) create sufficient opportunity to stimulate changes in aerobic fitness which falls within the physical activity guidelines (American College of Sports Medicine recommends between 450 – 720 MET minutes per week)
- “More health and fitness benefits could likely be realized if the frequency of riding were increased to a level compatible with the recommended Canadian guideline for physical activity”
- Using heart rate measurements alone, the demands of riding belong to the category of “hard” exercise – this increase of intensity may be linked to heightened psycho emotional responses (i.e. adrenalin), an effect of heat stress while riding, or a response to repeated isometric squeezing of the handlebars.

- When considering muscular force and power involvement, study results indicate a greater impact on muscular endurance as opposed to an increase in strength (NB: this is in reference to hand grip specifically)
- “Off-road vehicle riders perform considerable physical work using their arms and upper body.” This upper body strength requirement “could lead to beneficial training increases in musculoskeletal fitness”
- Study findings also picked up on the psycho-social effects of riding – the “enhanced quality of life and stress reduction effects of off-road riding”
- Findings also reflect the “importance of alternative physical activity such as off-road riding to promote physical activity in a group who might otherwise forego exercise altogether” (habitual ATV riders in the study were not avid exercisers) and all physical activity is beneficial.

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All-Terrain Vehicle (ATV)¹ Legislation Chart

CANADA

Provincial and Territorial ATV Legislation^{2, 3}

Province/Territory	Minimum Operating Age, Location for Use, Supervision	Mandatory Driver Safety Training	Mandatory Helmet Use
British Columbia Motor Vehicle (All Terrain) Act, Chapter 319 (MVAT)	No provincial legislation for recreational use of an All-Terrain Vehicle. (MVAT): ATVs for farming or industrial use must be registered. Children under 16 cannot register an ATV.	X	X
Alberta Traffic Safety Act – Off-Highway Vehicle Regulation (TSA-OHVR) Traffic Safety Act – Part 6 (TSA)	(TSA-OHVR) & (TSA): Children under 14 years cannot operate an ATV on a highway. Children under 14 years cannot operate an ATV on public property unless they are supervised by an adult who is 18 years of age or older and who occupies the passenger seat of the ATV or is following in close proximity to the ATV.	X	X
Saskatchewan All Terrain Vehicles Act (ATVA) Traffic Safety Act (TSA)	(ATVA) & (TSA): Children under 16 years can operate an ATV on land owned by an immediate family member. Children ages 12-15 years can operate an ATV on public or private property provided they have passed and approved ATV training course, are accompanied on the ATV or are supervised by an adult who has held continuously for the immediately preceding 365 days a permit to operate an ATV or have passed an approved safety training course. Children ages 12-15 years can operate an ATV on an untravalled portion of the highway or for the purposes of crossing a highway at the shortest route available. Must have permission to operate an ATV on private land.	X	✓ (Does not apply when operating on land owned by an immediate family member)

¹ All Terrain Vehicle can include snowmobiles, dirt bikes, motocross bikes, amphibious vehicles, quad bikes and other similar vehicles. Please refer to each provincial Act for scope of vehicle coverage.

² Municipal Authorities may enact by-laws regulating the use of ATVs within their jurisdictions. Please consult to your local municipality for any related ATV by-laws.

³ For information purposes only. Please consult local authorities for further interpretation and current status.

Province/Territory	Minimum Operating Age, Location for Use, Supervision	Mandatory Driver Safety Training	Mandatory Helmet Use
<p>Prince Edward Island Off-Highway Vehicles Act – General Regulations (OHVA)</p>	<p>(OHVA): Minimum driver age of 14 years.</p> <p>To operate an ATV, children ages 14-15 years must have completed an approved safety training course and be directly supervised by an adult who either holds a valid driver's license for at least 24 months prior to supervising or has completed an approved safety training course.</p> <p>Persons over the age of 16 years must have a valid driver's license for at least 2 years or have completed an approved safety training course to operate an ATV.</p>	<p>✓</p> <p>(ages 14 + or have valid driver's license for 2 years)</p>	<p>✓</p>
<p>Newfoundland and Labrador Motorized Snow Vehicles and All-Terrain Vehicles Act – Regulation (MSVATVA)</p>	<p>(MSVATVA): Minimum driver age of 14 years.</p> <p>Children under 16 years cannot operate a full-size ATV.</p> <p>Children 14-15 years can operate a 90 cc or less (youth sized) ATV provided they are supervised* by an adult who is 19 years of age or older.</p> <p>*Supervision must consist of visual and voice communication with the operator.</p>	<p>✗</p>	<p>✓</p>
<p>Yukon</p>	<p>No provincial legislation regarding the operation of All-Terrain Vehicles (ATVs)</p>		
<p>Northwest Territories All-Terrain Vehicles Act (ATVA)</p>	<p>(ATVA): Minimum driver age of 14 years to drive on highway.</p>	<p>✗</p>	<p>✓</p>
<p>Nunavut All-Terrain Vehicles Act (ATVA)</p>	<p>(ATVA): Minimum driver age of 14 years to drive on highway.</p>	<p>✗</p>	<p>✓</p>

Province/Territory	Minimum Operating Age, Location for Use, Supervision	Mandatory Driver Safety Training	Mandatory Helmet Use
<p>Manitoba Off-Road Vehicles Act (ORVA)</p>	<p>(ORVA): Children under 14 years can operate an ATV provided they are supervised by a parent or an adult who is at least the age of 18 years (and authorized by the parent) and is in clear view of the ATV during operation.</p>	✗	<p>✓ (Does not apply when operating an ATV for the purpose of farming, commercial fishing, hunting or trapping)</p>
<p>Ontario Off-Road Vehicle Act (ORV) Highway Traffic Act (HTA)</p>	<p>(ORV): Children under 12 years cannot operate an ATV unless they are operating the ATV on land owned by the vehicle's owner or are closely supervised by an adult. (HTA): Minimum operating age of 16 years for ATV use on roads or crossing roads.</p>	✗	<p>✓ (Does not apply when operating an ATV on land occupied by the ATV owner)</p>
<p>Quebec An Act respecting Off-Highway Vehicles (OHVA)</p>	<p>(OHVA): Minimum driver age of 16 years for adult sized ATVs. Children under 16 years can operate youth sized ATVs as approved by regulation. Children under the 16 years may operate an ATV on competition circuits as approved by regulation under the Minister of Education, Recreation and Sport.</p>	<p>✓ (ages 16-17 only – must have certificate of competency)</p>	✓
<p>New Brunswick Off-Road Vehicle Act (ORVA)</p>	<p>(ORVA): Children under 14 years can operate an ATV provided they are supervised by an adult who is 19 years of age or older. Children under 16 must complete an approved safety training course to operate an ATV.</p>	<p>✓ (< 16 years old)</p>	✓
<p>Nova Scotia Off-Highway Vehicles Act, Chapter 323 (OHVA)</p>	<p>(OHVA): Minimum driver age of 14 years. Children 14-15 require direct parental/guardian supervision to operate ATVs and both child and parent/guardian need to complete an approved safety training course. Children under 14 can operate an ATV in a closed course provided they are supervised by an adult, have completed an approved safety training course, are wearing protective equipment, are operating an ATV that is fit for their age, size and capability and a trained official and trained first respondent are present.</p>	✓	✓

1 All Terrain Vehicle can include snowmobiles, dirt bikes, motocross bikes, amphibious vehicles, quad bikes and other similar vehicles. Please refer to each provincial Act for scope of vehicle coverage.

2 Municipal Authorities may enact by-laws regulating the use of ATVs within their jurisdictions. Please consult to your local municipality for any related ATV by-laws.

3 For information purposes only. Please consult local authorities for further interpretation and current status.

2009

MOTORCYCLE, SCOOTER & ALL-TERRAIN VEHICLE

ANNUAL INDUSTRY STATISTICS REPORT

FOR THE MODEL YEAR

JANUARY 1ST, 2009 TO DECEMBER 31ST, 2009

FOR FURTHER INFORMATION CONTACT:

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Table 2.3 Retail ATV Sales by Province: (in # of units)

Province	Population in thousands as of July 1 st 2009	New Unit Sales							
		2003	2004	2005	2006	2007	2008	2009	
British Columbia	4,455.2	5,821	6,359	7,523	8,212	8,675	8,368	5,302	
Alberta	3,687.7	15,758	16,172	19,483	23,438	22,100	17,935	10,691	
Saskatchewan	1,030.1	3,950	3,807	4,253	5,332	5,413	5,747	4,593	
Manitoba	1,222.0	3,427	3,585	3,800	3,695	3,673	3,747	3,294	
Ontario	13,069.2	21,194	21,057	19,687	18,356	18,076	17,160	12,952	
Quebec	7,828.9	28,497	24,076	21,175	20,160	21,532	19,193	15,792	
New Brunswick	749.5	4,765	3,988	3,309	3,160	2,925	2,764	2,224	
Prince Edward Island	141.0	242	274	288	237	190	223	161	
Nova Scotia	938.2	4,385	3,362	2,910	1,994	1,460	1,589	1,313	
Newfoundland	508.9	3,556	3,313	3,014	3,399	3,358	3,032	2,643	
Northwest Territories	43.4	613	358	299	311	360	383	248	
Yukon Territory	33.7	347	319	317	305	357	282	241	
Nunavut	32.2	0	417	425	405	358	542	343	
Total	33,739.9	92,778	87,187	86,485	89,006	88,457	80,965	59,797	

Table 2.4 Retail ATV Sales by Province: (in % of units)

Province	Percent of Population as of July 1 st 2009	New Unit Sales							
		2003	2004	2005	2006	2007	2008	2009	
British Columbia	13.2	6.27	7.29	8.70	9.23	9.80	10.34	8.87	
Alberta	10.9	0.17	18.55	22.53	26.33	24.98	22.15	17.88	
Saskatchewan	3.1	4.26	4.37	4.92	5.99	6.12	7.10	7.68	
Manitoba	3.6	3.69	4.11	4.39	4.15	4.15	4.63	5.51	
Ontario	38.8	22.84	24.15	22.76	20.62	20.43	21.19	21.66	
Quebec	23.2	30.72	27.61	24.48	22.65	24.34	23.71	26.41	
New Brunswick	2.2	5.14	4.57	3.83	3.55	3.31	3.41	3.72	
Prince Edward Island	0.4	0.26	0.31	0.33	0.27	0.21	0.28	0.27	
Nova Scotia	2.8	4.73	3.86	3.36	2.24	1.65	1.96	2.20	
Newfoundland	1.5	3.83	3.80	3.48	3.82	3.80	3.74	4.42	
Northwest Territories	0.1	0.66	0.41	0.35	0.35	0.41	0.47	0.41	
Yukon Territory	0.1	0.37	0.37	0.37	0.34	0.40	0.35	0.40	
Nunavut	0.1	0.00	0.48	0.49	0.46	0.40	0.67	0.57	
Total	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	

Company Name: Centennial Motors

Centennial Motors and Soapy's Carwash are large supporters of the Recreational Vehicle Tourism business. This sector is a very vibrant portion of our economy and should not be made less viable through unenforceable legislation.

Name: Cole [REDACTED] (Below age of consent)

Suggestions: I am currently a Yukon youth living in Whitehorse. I am 16 years old and have been riding snowmobiles and ATVs since before I was 12 in Yellowknife when I lived there. I love riding the abandoned mining roads and trails in the Whitehorse area with friends and family. When it was brought to my attention by my mechanics teacher [REDACTED] I felt that, even though I am a youth, that I should put my foot forward to keep the trails available for everyone to use, including pedestrians and motorized vehicle users. If there is any help needed by the association I will do everything to help.

Comment to the Off-road vehicle committee:

Dear members,

We are operating Dalton Trail Lodge at Dezadeash Lake since 1987 as a fishing and wilderness lodge. We offer 16 well paid jobs and contribute around 1 million Dollar to the Yukon economy each year.

The use of ATVs is very important for our operation. We use ATVs to get to our cabin at Frederik lake, to access other lakes and rivers (Moraine Lake, Tatshenshini and Takane rivers, Hungry Lake, Sixmile Lake, Long Lake) and for grouse/ptarmigan hunting. All our ATV trips are guided and our guides make sure that the clients wear proper safety gear. We have a total of 10 ATVs.

We don't think that we need additional legislation in regards to ATVs, especially not in the CATT. We already have a National Park, where ATVs are not allowed.

Mandatory insurance and registration would add substantial cost to our operation. Most of our clients are from other countries and it would be impossible for them to get for example a special operator license.

Thank you very much for your consideration!

Erhard (Hardy) Ruf
President of
Grayling Camp Enterprises Ltd.
Dalton Trail Lodge
Km 206 Haines Highway
Haines Junction, Yukon
Y0B 1L0
867 634 2099

Deb

Hi - I truly enjoy getting a trip out on our friend's property - care is always taken and we enjoy getting to places out there - their small children also have atv's and have been taught to drive safely and with care to stay on trails - what we need is EDUCATION and not stopping the enjoyment of Nature and all the beautiful places accessible by ATV's....

We moved up here for the beauty and mountains and the freedom not available in Saskatchewan - we moved up here because we wanted a better, casual style of Life and to commune with nature that no longer existed where we had been born and raised - Leave the nature and care to us all and stop trying to make the Yukon Legislature a laughing stock - our needs are different and our wants few - but making up rules and regs where not needed sounds more like some of you want nothing but to have as many as other provinces

Yukon Riders please fight this one - tell the Yukon Government to remember where they live and why so people move here!!!!

Name: George Dimsdale

City or Town: Marsh Lake

Suggestions: It's clear from comments by The "Trails Only" folks that their bottom line is to ban Wilderness ATV use. As a responsible ATV rider, as well as a responsible hiker, paddler and power boat operator I want to make these observations:

- I've seen more examples of "scarred" landscapes resulting from eroded hiking trails than ATV trails, particularly at higher elevations.
- Popular stopping spots for hikers and paddlers are often littered with garbage and human excrement.
- While most riders and hikers are responsible individuals, there are irresponsible persons who cause landscape damage and littering, no matter what their mode of transportation.
- Education about responsible back country ATV riding and hiking is the solutions, and yes, it is a long term process.
- Comments that demonize all ATV riders serve only to polarize the issue, and accomplish nothing constructive.

Grant Allan
Yukon Prospector
gallan@northwestel.net

To ATV Use Committee:

I have used ATV's, not a lot, but some over many years. Primary use is for mineral exploration and to access existing or old camps. Most have existing trails and roads, though some overgrown and need some work to be passable. Mother nature does reclaim land and trails quickly, though in some areas it may take over 20 to 30 years, which is a drop in time. I use these trails and roads without causing damage to the ecosystems and environment. Many if not most trails are not marked on most maps. Marking them on maps does result in more usage.

I am opposed to regulations that would deter me in exploration in the Yukon. Traveling on roads and trails not marked should remain legal. It would be unenforceable but I don't want to be criminalized, even when I am doing now harm and won't be caught and punished. Other innocent harmless ATV users shouldn't be made to feel guilty for only doing responsible driving.

Also children and teenagers should be allowed to operate smaller snowmobiles and ATV's with responsible instruction. Ongoing education starting at a younger age is the answer to ATV useage problems.

Please be reasonable and let common sense prevail.

Thank you for considering this viewpoint.

Grant Allan
867-668-3367

Great to see someone has taken the bull by the horns.

My wife and I have been atving for the past 10 years. love it I've often thought that an atv club is long over due. (I did get up and say a few nervous words against toya's proposals at their meeting) I am against any atv legislation, and feel that safe and responsible use of atv's should be promoted.

My wife and I would love to join the club. I don't mind helping out in any way I can.

Thank you
Nick Schonewille

To the select committee

My name is Matthew Went. I am a resident of Faro, Yukon. As a responsible ATV rider, on and off road. I am greatly concerned regarding the proposed legislation targeted at ATV users in the territory. I am the owner of two well maintained, registered, licensed and insured ATVs. My family and I use our ATVs on a daily basis for transport in and around the town of Faro. We ride responsibly. We are courteous when encountering pedestrians, hikers, motorists and other ATVers. We wear helmets, and use hand signals. And we are cautious when riding off-road. We do not operate our ATVs in sensitive wilderness areas. We do not use excessive speed on trails. Yet this legislation will impede on my family's ability to use and enjoy our ATVs. I acknowledge that there are those who are not responsible riders, but they are not the people who will be affected by these rules. Responsible riders such as families, tour operators, guides, prospectors, and hunters will be the people who are most affected. Irresponsible riders will still exist and ride, solid in their belief that they will not get caught, or worse, oblivious to the fact that they are, in fact, irresponsible. Rules need to be set in place, but restrictive, expensive, and nearly impossible to enforce rules are not the answer. Nor are blanket rules set at a given altitude or some other arbitrary line on a map. As a hunter, I rely on my ATV to be able to get to, and remove my game from, my hunting grounds. In this case, my ATV is a tool that allows me to attain food for my family, that I otherwise would not have access to. While hunting, I routinely take my ATV high into the mountains. Rocky, boulder strewn mountains, where the caribou live. Not sensitive alpine regions. I sometimes have to go off-trail to retrieve the moose that I have harvested. This is usually through dense willows, and over large heaves in the ground. Most of the time, when I get back on the trail, I can't tell where it was that I went off-trail as the only sign of my presence is slightly less leaves on the branches.

The most effective way to prevent further damage in sensitive areas, and increase the level of safety on the trails for non-ATVers is education. With proper education on safety and trail etiquette, the vast majority of ATVers would be more aware of their impact and take all necessary steps to minimize it.

Sincerely

Matthew Went

Hello!

I moved here in 1989 and planed to come up for one year and see how i would like it. it was a windy and cool summer with lots of rain, i was thinking of moving back to Alberta - when a friend asked me to go on a couple of quadding trips; one to Alligator lake and the other to Bing Mountain. Those two trips sold the Yukon to me - i was here to stay. Since then i have been all over the Yukon enjoying the back country - i love it.

I would like to add if it wasn't for a quad i would never get out and see those beautiful places- i have a weak heart and hiking into those areas would be impossible.

I believe in education and registration of atv's - but regulating were atv's can go, will only end up so regulated that the only places we will be able to go is farmers fields.

The day I can't ride up Montana mountain because of attitude limits is the day i leave the Yukon.

Thank you for starting up this association - it was desperately needed.

If you need anything give me a call.

Yukon Business Owner (Name removed upon request)

Name: Kelly Boutilier

Helmets:

I believe in responsible atv use and support the legal requirement for all users to wear a helmet. I wear one.

Use of ATV's by minors:

I see alot very of young children driving atv's that are meant for an adult. These children are not mature enough or physically strong enough to know the power of the machine they are using and it is the parent/adult that should be held legally accountable. If there is legislation, then it should clearly look at the cc's of a machine and include prohibition for children to operate those machines.

ATV off-road trail users:

I am a responsible rider and I don't ride up or down creek beds or rip up the environment. If a trail is marked to prohibit entry by atv's, I obey it and go somewhere else. For the most part I am using established back roads or trails. When I go hunting I look for terrain that will not be damaged by my atv. If it will, I get off and walk. The damage done by a few should not mean the entire user group is penalized. I think the atvs should be required to have licence plates and if people are seen abusing the environment, then a person can report the plate number and circumstance and the owner should be held legally accountable.

Enforcement:

Currently, I see little enforcement of the City of Whitehorse's current bylaw. I find this frustrating that governments continue to enact legislation yet do not ensure that enough resources are available to enforce it.

My husband and I own a 2008 Polaris RZR that we **LOVE!** There is nothing better then to see the end of Friday afternoon so we can hit the trails for the weekend! We spend the majority of our summer camping and quading all over the Yukon, right along side my parents!

I can honestly say that if my husband and I didn't own our RZR I would have never had the opportunity to see some of the beautiful sights/wild life I have seen! What an amazing place we live in! Being able to leave from your backyard and just GO...means more to me then I can put into words! The beautiful sights and wilderness are one of the many reasons I like in the Yukon!

I would like to point out that I was one of the many people who sat in on TOYA meeting; however I would also like to point out I was **NOT** there supporting them! It's funny how the media pointed out how many people showed up supporting TOYA but they failed to mention how many people were there against what they stand for. I was aggravated by the time I left there.

I will admit, there were definitely some good points raised at this meeting. For example, being a responsible rider, meaning having the proper licensing on your machine and making it mandatory to take some sort of a safety course, sure! I think the more aware riders are the better!

When people at the TOYA meeting starting talking about how there should be restrictions on where ATV's should be allowed and to what elevations they should be able to go to...this to me is ridiculous. A member on the TOYA committee was quick to point out that he was almost in tears seeing the spots he use to hike being all torn up by quads and how the wildlife is affected by the noise. Did he stop to think that ATV's aren't the only ones to point fingers at? What about the float planes they use to fly into locations to take classes hiking? Or the 4x4 trucks that head up to these areas? Correct me if I'm wrong but I think a float plane might be a "tad" bit louder then any ATV I've heard!

There was another gentleman who got up and was talking about how ATV's have ruined all the walking trails...all the trails that were once a foot or two wide are now 8-10 feet in width. Please tell me how many of those complaining individuals enjoy walking along those trails!?

I could go on and on about what I think!! So what I am trying to say is my husband and I would **LOVE** to become a member of the Yukon off Road Riders Association!!!

Cliff and Nicole Charbonneau

My name is Rita Smith and I was born and raised in the Yukon. I am 28 years old and I pride myself in being a Yukoner for the sense of freedom and adventure we have up here. I am from a family of five who has been riding since we were very young. I started riding dirtbikes when I was ten and I have two brothers who spend a lot of their time riding as well. My parents also have a few ATV's. We were all brought up with a good understanding how to use proper etiquette on the trail. Being a hiker and a horse back rider, I have seen both sides of the spectrum. This information should be very important and useful information to you as I am not speaking on biased terms.

In the eighteen years I have been riding, whether it be a dirtbike or a horse, I have noticed a huge attitude indifference between both parties on the trail. There is no real helping a situation on a horse. Horses by nature are jumpy and nervous animals. I have been approached by skidoos, dirtbikes, quads and even a dog sled team while on horse back. As a rider, I have to have the knowledge to know what to do in that situation. I can obviously hear a machine coming from quite a distance. The person on the machine cannot hear anything so who has to take the care and concern here? If I am to prevent an accident, I have to take actions to step off the trail (which is not inconvenient) and face the horse to the noise. I cannot expect a skidooper to slow to ten km/hr in time to prevent the accident. I do however think that excessive speed on any trail closer to town is irresponsible as we know there will be other traffic to be leary of. In the same sense as a hiker, I can also hear a machine coming from quite a distance so all I have to do is step off the trail....problem solved.

I cannot count the many incidents I have had on the trail while on my dirtbike, quad or a powered boat, where I have slowed down for a hiker, skier or canoer/kayaker, and I have still been attacked by them either verbally or sometimes even had rocks thrown at me, when I am almost at a COMPLETE stop!! I was hiking on a winter trail once some years ago in the Golden Horn area when we were approached by a bunch of skiers who were yelling at us to stay out of their ski tracks. There was absolutely no where to go as it was three feet of snow right off the sides of the trail. It is NOT a designated ski trail. It is multi use and this is where I start to lose my patience.

As a level headed Yukoner, that has been here many years and will continue to be, I expect EVERYONE should have a certain amount of care and understanding for the opposing parties here. I have had myself and members of my family, had rocks thrown at them, (just recently) as well as verbal altercations on the trail that should never have happened. I completely agree that if you are hiking and skiing on a trail, the person on the recreational vehicle can clearly see you, and they deliberately speed by at unnecessary speeds, that is completely wrong. Those are the riders that are making it hard for everyone. THOSE are the riders that should be held accountable

The person on the ATV is doing the SAME thing the hiker is, just enjoying the outdoors, just in a different way, and that's no reason to be stereotypical and start throwing rocks. We all have to understand that 90% of Yukoners like to enjoy the outdoors up here, and it's wrong for ANYONE to impose rules on each other's choice of doing so. We have to have patience with each other. Just because you don't agree with someone's means of transportation.

I hope I have succeeded in getting my point across. Many many times I have been up a mountainside overlooking our vast wilderness, not to even see a trail or "landscape scar". If I do see a trail, it's a feeling of opportunity to further venture out into our great wilderness. I use the trails existing, and they have given me a quality of life that makes me whole, and proud to be a Yukoner. There is so much of this Territory that I want to see and explore, and I cannot do that on a mountain bike alone as I work full time just like everyone else and have limited time. If rules are set in motion that will tell me where I can or cannot ride I hope we can all come to an understanding on the situation, and find we are all at right to have our freedom up here in our great Territory.

Thank you for your time,
Sincerely, Rita Smith

Ron and Deb

All three members of our family us four wheelers. My wife is slightly handycapped and she can come out with us and enjoy the outdoors. Myself and my son use them to hunt. We are very careful not to disturb the environment. We do not cut trails but make our way through the forest without impact. Restricting our use will negatively impact on our family being able to enjoy the Yukon's wilderness in a responsible way.

In the alpine, we stay on rocky areas and I would challenge anyone to be able to follow our tracks. If there are irresponsible users go after them. We fine irresponsible drivers on our roads and highways. There should also be fines for back woods hikers that leave a impact on the land. Tracks in the sand/mud/cutting trees are the same no matter who makes them. Also, a lot of the "back wood hikes" are using trails that were established for and by motor vehicles. They now want to restict their us to only foot travel. Do no one see the irony in this.

Also, if off trail is resticted for recreational use, why wouldn't everyone go prospecting??? If you can do it with a D9, why not allow four wheelers. It sounds like these groups are going after the people that make the least impact of all motorized vehicles in the Yukon.

We also use the four wheelers to get to our moose or caribou kills. This is done responsibly with no impact on the environment.

We spend several thousand dollars in the Yukon every year. On bikes, fuel, camping supplies and gear. I have have up to six friends come up each summer to join us on a four wheeling adventure. Some are for up to two weeks. Without exception, my friends have rented four wheelers, trailers, purchased fuel, food, trucks, gear, etc locally. This would all stop. I am sure that my family is the only one that uses and enjoys the Yukon wilderness responsibly with our friends and others.

A family of three, two hunters, and a family that does a lot of wilderness camping on four wheelers with our Yukon and non-Yukon friends.

Name: Darryl Tait
Company Name: D Rail
Type: Personal
E-mail: darryl_tait@hotmail.com
Phone: 867- 335 0562

City or Town: Whitehorse

Suggestions: Im a t5 para i loss the use of my legs but riding has always been my life and it will always be in my life, i live in the Yukon because of its freedom to ride and live an amazing life

Name: Darren Clethero
Company Name:
Type: Personal
E-mail: sprinter_4_life@hotmail.com
Phone: 780-266-1645

City or Town: Whitehorse

Suggestions: I want the ability to hunt. Being disabled this is one of the only ways of me getting out and enjoying the land and would hate to have this taken away from me.

Darren has returned to the Yukon and suggested anyone who wishes can contact him for his views as a mobility challenged rider.

Name: trish macpherson

Company Name: Williwaw kennels

Type: Business

E-mail: trish.yt@hotmail.com

Phone: 867-

City or Town: Ibex Valley

Suggestions: As I get older, our ATV is more and more my friend. It helps me run my dog team. And when we get wood for the winter, and hunt and fish, it is a lot less impact on the land, than our truck is. It plows the road, and is indispensable to our way of life. And it would be a hardship to be required to get registration, and insurance.

We have a lot more damage from 4x4 trucks, mud bogging back into the Valley, than from ATV's. And it would be hard to get our wood, hunt and fish without our four wheeler, it is a lot less fuel and impact on the environment.

A few months later. Sorry we do not have camera at the moment. But I will say, I cannot understand how people have that viewpoint. As responsible ATV users, we save money and the environment, using our ATV to get our firewood, keep our road open in winter, haul our moose (getting to old to backpack it out), all a lot less impact on the land and environment than a 4x4 truck.

And for the last 23 years that we have lived in the Ibex Valley, we have cut and maintained trails for our dogteam, that many, many people use to run, ski, bike, jog, walk, and (run their dogteams), all done with the ATV. Both my husband and I have been on the fire department for 12 years, in the Hamlet of Ibex Valley, and I have been on the local council for that long as well. We have put in a total of 36 years of volunteer hours for the government, and our community. If the government passes this restriction, we will no longer have time to volunteer, as we will be busy using our 4x4 truck, to get all our work done, at much more impact on the land.

So it is not just important for me to be able to take our ATV off our property, it is essential to the very way of life that we live, and enjoy.

p.s I wonder how many of those people who enjoy our ATV maintained trails, are lined up on the other side of the fence, against responsible ATV use?

Name: Bryan & Donna Clayson

The use of ATV's to me is new. I never believed in using an ATV for hunting or ripping up the countryside. I've seen so much damage done in the last 10 years that is very worrisome. That being said I completely agree with the stance of Yukon Riders members. We are new quad riders (in our late 50's) and want to ride ethically. My husband cannot walk any distance due to injuries and a quad is the only way he can get out to enjoy the countryside. Brave to Yukon Riders, count us in.

Name: Ed Bernier

I am a responsible rider, i have been riding for 30 years in the yukon, I enjoy going to the back country where it is beautiful. I have had a truck role over me and have troubles getting to the back country without a quad, i also haul my moose out of the bush with a quad, I would hate to lose this way of life because of of some people. this has been my way of life.

Name: Grant Allan

Perhaps restrict recreational access only in very limited very sensitive locations, but not restrict responsible business and mineral exploration related access and not hunting in authorized hunting areas. Perhaps a law and fines if unnecessary irresponsible damage is done. Perhaps parks could restrict access to trails only.

Name: Iain Commins

Suggestions: Brian(listers) said it best. You can not legislate stupidity. There is almost no reason why any trail that already exists should be limited. Thought the trail system one can get any where they want in Whitehorse, until you start cutting trails out. I have been using the trails in the Whitehorse area and Yukon for 25 years and have noticed very little change in the trails over this time. Most deep ruts seemed to be caused by trucks. Requiring insurance for atv\' s is also scary to me. The benefits of atv use in a courteous manner on existing trails far out ways banning them. For tourists and locals i believe. Id hate for the Yukon to become like southern places. Closed to all that wana spend money on toys and have a good time. why cant people share. Id hate to see all the trails slowly grow back in. To me now and as a kid i have always been entertained by the simple passing of an atv,dirt bike or sled. Some don't, to each their own. Hate to say it but maybe noise levels produced by avt\'s/dirt bikes should be limited.

Name: Shari Birkbeck

Company Name:

Suggestions: I agree with your suggestion, fair use, helmet (though I would prefer not to.. I do), ban aggressive tires (this alone would make a huge difference). A lot of the other suggestions are just common sense practices I have always used. I also hike, the quad like the kayak allows me to see some pretty neat places, it would be sad to lose that freedom.

Can not thank you enough for stepping up to protect our rights, to enjoy the great out doors.

Shari

Type: Personal

E-mail: knkiemele@hotmail.com

Phone: 867-

City or Town: Whitehorse

Suggestions: Regulate wildlife harvest through Wildlife Act harvest provisions by directly regulating the number of animals taken not by limiting opportunities. We should not manage wildlife harvest by 'ordeal' whereas only fit need apply, you must hike not bike, etc. In terms of carnage it makes not difference whether the hunter was on an ATV or walked, a kill is a kill. The right or wrong of it is simply a personal bias or acceptance at this point. The treatment of the carcass is an important issue where a secondary mode of transport exists beyond just a backpack could provide for better meat handling options and possibly less waste.

Regulate or limit wildlife habitat damage through habitat protection provisions of wildlife act. Wetlands are likely the most vulnerable habitat to damage by motorized vehicles.

Use disturbance of wildlife/harassment provisions in Wildlife Act not blanket provision on ATV, snow machines etc.

New roads and trails into previously remote areas increase the pressure on fish and wildlife resources, in some cases, to the point of exploitation. These situations need to be recognized early and harvest limits set.

s

Yukon is a big country, with valued landscapes - but we do not need to all enjoy it in the same manner

Name: Mary-Anne Phillips

Suggestions: Riding in the country or on the trails is a wonderful experience . Why would they want to take that away from all the people that want to have a great family outing or with friends.. That is what the Yukon is about.

Name: Deborah Hotte

Suggestions: I have never ridden with anyone that has deliberately torn up country. The trails we have ridden on were roads put in for mining or just old roads. There is a lot of country here that you can not drive through unless there is a road.

Is it fair to ban anything that "I" do not like. For those people that are avid hunters, have they never used an ATV or some type of motorized vehicle (including a helicopter or plane) to get them closer to the area they want to hunt? A lot of people that ride ATV's do so just to see different scenery, something they would never get the chance to do if they had to hike. We are already so 'regulated' and only have the population of a small city down south.

Name: Daniel Russell

Suggestions: I don't own an ATV myself, but definitely support safe and responsible usage in the territory. I don't think formal legislation is the answer. I do believe awareness is, and I think the formation of this association is an excellent start.

As for TOYA's proposed recommendations, I don't think any of their recommendations represent the best interests of Yukoners and the general public. The probable economic and recreational impacts as outlined by Yukon Off-Road Riders Association is by mining standards not 'probable' but 'proven' information that you can take to the bank!

I look forward to supporting the association.

Regards,

Name: Ian Martel

Suggestions: I wish everyone would ride responsibly. I own a canam 650 Max(2up), and riding with my wife is our passion.

Name: Frank + Sylke Baranski (Klondike Sun & Snow)

Suggestions: We are running ATV trips for customers from around the world and we definitely don't want to have that taken away. It is a great thing what you are doing, let's hope this will help to stop this new proposed regulation.

Name: Justin Wipp

Suggestions: one of the best things about living in the yukon is the fact that i can ride out of my back yard with my kids on our dirt bikes. i am trying to teach my children responsible usage while they are still young.

Name: Theodore Forwell

Suggestions: I am an avid lover of the outdoors and have a high respect for nature, wildlife and the wilderness.

I am a responsible rider and believe that it is ridiculous and absurd that Trails Only Yukon want to limit a few select trails in the Yukon for off road vehicles.

I don't own an ATV, I own a dual purpose motorcycle.

In the autumn I hunt with a few good friends on ATV's, and we are all responsible riders and stick to previous trails.

Passing legislation on limiting off road riding is something I do not agree with.

Thanks,

Theodore Forwell

Suggestions: Helmets and Licensing ... fine. But no change to the act - no limits above treeline. We've got 30,000 people in a place the size of California and should be free to explore, using common sense with the environment in mind, as we travel. 1 person in 100 shouldn't screw up our freedoms; that's just a knee-jerk reaction.

Thanks for taking a stand!

Name: Werner Rhein

I'm an active hiker and cross-country skier and live in the Mnt. Community. There is only a very limited amount of prepared trail. So to be able to do this sports I'm using my ATV and Snowmachine to groom and clear trail. I never have seen any of this "green trail" users with an axe or a saw to clear windfall or just overgrow on this trails. I also use this machines to go above tree line and then hike or ski with an view but i also try to leave as little marks as possible, I stay on established trails.

In winter I use my snowmachine a lot to keep trail open for the local mushers.