




What We Heard

Regulating Off-Road Vehicles in Yukon

June 2019



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Introduction

Many Yukoners use off-road vehicles (ORVs) for work or pleasure as they can provide access to parts of Yukon that are not otherwise easily accessible. ORVs are used for subsistence activities, recreation, hunting, tourism, and in industries such as mining. In some communities, off-road vehicles are the primary mode of transportation.

As useful as ORVs are, they can also adversely impact the environment, especially when driven 'off-road', and especially in sensitive ecosystems. It has been observed that the environmental impact from ORV use in Yukon has been increasing. As a result, there is increased interest in government taking steps to address these concerns through better ORV management, as is done in other jurisdictions.

For several years, the Government of Yukon has been working to develop regulations for ORV use under Yukon's public land legislation. We completed a public engagement in late winter and early spring of 2019, proposing a three-part approach to regulating off-road vehicles, including:

- a) Development of a regulation that would apply to ORV use on public land;
- b) Incorporation of the ability to ticket and fine; and,
- c) the requirement for Yukoners to register ORVs for use in the backcountry.



Public Engagement

As part of the public engagement during February 8 to April 11, 2019, we held 15 open houses in Yukon communities. Approximately 485 people attended these meetings. We would like to thank everyone who participated.

In addition, with assistance and expertise from the Yukon Bureau of Statistics, we ran a short online questionnaire during the public engagement period. There was a big response: Yukoners submitted over 1,300 questionnaires. There were approximately 4,000 related comments submitted along with the questionnaire.

While we were holding open houses in Yukon communities, we also took the opportunity to meet with representatives from First Nations, Renewable Resource Councils, special interest and stakeholder groups as well as individuals. We also received individual emails and letters. All this feedback helped us get a thorough sense of Yukoner's perspectives on this issue.

This document presents a brief analysis and overview of the responses received during the two-month public engagement related to ORV regulations in Yukon. It includes results from the online engagement questionnaire as well as the results from several open houses, one-on-one meetings with First Nations, organizations and individuals, and written submissions. As a result, in some cases the comments received and noted in this report vary somewhat in opinion and theme from responses received from the public in the questionnaire.

As you will see in the following summary, Yukoners hold a wide range of opinions on the best way to manage ORV use, from no controls to regulation territory-wide.

The survey results and comments and the perspectives provided in public meetings will give the Government of Yukon useful guidance as it moves forward with an approach that balances the need to protect ecological values of the backcountry, while recognizing that ORVs serve an important function in providing backcountry access for Yukoners.

Results from Survey and Open Houses

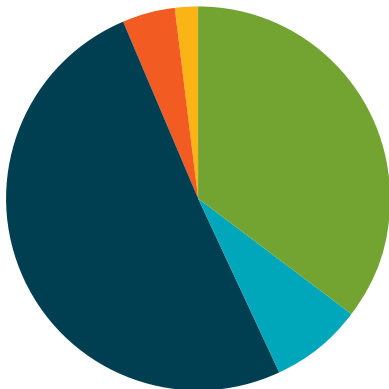
The online questionnaire asked the public for their opinions of proposed regulatory framework for regulating off-road vehicle use in Yukon.

Online survey responses

Following the questionnaire results for each section is a summary that includes selected key themes and the number of comments related to these themes that we received through both the questionnaire and the public meetings.

Section 1 What and Who Would an ORV Regulation Apply To?

Section 1.1 ORV use would only be regulated within designated ORV Management Areas (ORVMAs). These areas would have management tools in place, such as restrictions or prohibitions on the use of ORVs.



Agree: 35.4%

Neutral: 7.8%

Disagree: 50.5%

Don't Know: 4.6%

Not Answered: 1.7%

Key themes and comments

Disagree: ORVs should be regulated in the entire Yukon, not only in ORVMAs. (120)

- Need a more comprehensive approach for the entire Yukon, not only in ORVMAs.
- Limiting regulations to ORVMAs will only relocate the problems to other areas.
- Limiting regulation to ORVMAs will not capture all of Yukon's sensitive alpine, wetland and habitat areas that should be priorities for ORV regulation.

Disagree: Need a more comprehensive approach to restrict trail proliferation. (20)

- ORVMAs should not be the only tool used to manage ORV use.
- Need to act urgently to restrict the building of new trails in all of Yukon.
- Keep all ORVs on existing or designated trails only.

Disagree: ORV regulations are not needed or wanted in the territory. (106)

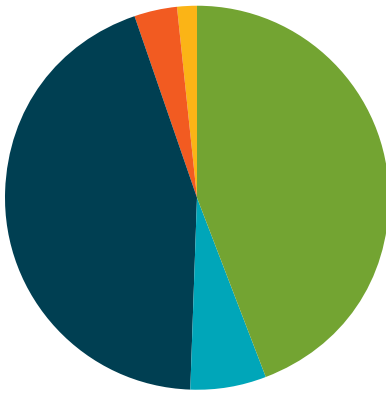
- This is only a Whitehorse issue. ORVs are not a problem in the communities.

- ORVs are important to the Yukon lifestyle and used for hunting, trapping, subsistence activities, mining, outfitting, recreation and helping people with mobility issues.

Agree: The proposed approach is a step in the right direction. (67)

- ORVMAs will not solve all ORV issues, but they are a good start.
- ORVMAs will be most useful in heavily used areas close to communities.

Section 1.2 A new ORV regulation would apply to all ORV users (subject to treaty and Aboriginal rights). Persons with pre-existing legal rights within specific ORV Management Areas would have their access needs and interests addressed through area-specific provisions.



Agree: 44.4%
 Neutral: 6.2%
 Disagree: 44.3%
 Don't Know: 3.5%
 Not Answered: 1.6%

Key themes and comments

Agree: That regulations would apply to all ORV users. (164)

- The same rules should apply equally to all.
- Commercial users should be held to the same standard as everyone else.

Agree: Special provisions may be appropriate for certain types of users as some types of users may have special needs that should be accommodated, e.g. miners, outfitters, trappers, cabins owners, fuelwood cutters and people with mobility issues. (20)

Agree: ORV use would be subject to treaty and aboriginal rights. (15)

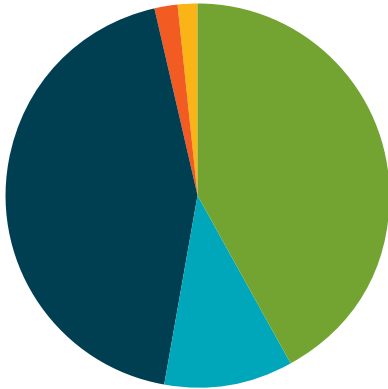
- First Nation hunting and access rights need to be respected and clarified.

Disagree: No ORV users should have special rights that others don't have. (164)

- If environmental protection is the objective, it doesn't matter who is using the ORV, the impacts are the same. No one should have the right to damage the environment.
- Creating special rights for one group over another will only set up conflicts.
- Giving some ORV users special privileges will make compliance and enforcement extremely difficult.

Section 2 How Would Off-Road Vehicle Management Areas Be Established?

Section 2.1 A proposal to designate an ORV Management Area can originate from many sources: through a public (individual or organization) or First Nation request; from within government; or from a government-approved land or natural resource management plan.



Agree: 42.2%
Neutral: 10.8%
Disagree: 44.3%
Don't Know: 2.0%
Not Answered: 1.5%

Key themes and comments

Agree: Proposals should be able to originate from any source. (30)

- Proposals should be able to originate from a wide range of sources: including RRCs, First Nations, special interest groups, land use and park plans, or any individual.

Disagree: Proposals should be limited only to credible groups and governments. (26)

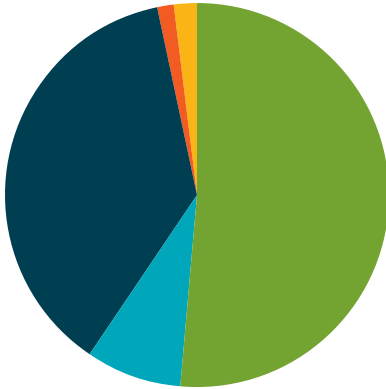
- Proposals should not originate from individuals or special interest groups, as they may be biased.
- Proposals should only originate from sources that have credible representation, such as Renewable Resource Councils (RRCs), First Nations, communities, advisory councils, and the Government of Yukon.

Related comments:

The proposal process should be efficient, science based and rigorous. (20)

- The process of making a proposal should be efficient, proactive and transparent.
- Proposals should be science based, with clear evidence of a demonstrated need; proposals should be vetted by experts and available for public and stakeholder review.

Section 2.2 The process for designating an ORV Management Area would be led by the Yukon government. The process would be subject to public review and decisions would be based on evidence, expertise, and input from First Nations, stakeholders and the public.



Agree: 51.5%
Neutral: 8.2%
Disagree: 44.3%
Don't Know: 3.5%
Not Answered: 1.6%

Key themes and comments

Agree: Yukon government should lead the process and involve the public. (55)

- Yukon government has the responsibility and expertise to lead the process.
- Strong and effective public and community consultation is essential.
- Users groups in the proposed area must be meaningfully involved.

Agree: Need to consult and work together with First Nations. (30)

- The process must work together with local First Nation governments.
- Co-management of the process with First Nations should be considered.
- Coordination with FN management of settlement lands must be considered.

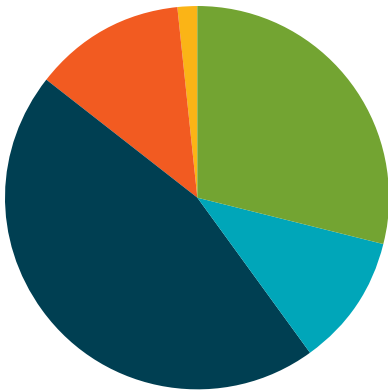
Agree: An efficient and science-based process should be followed. (20)

- The process should involve RRCs with local knowledge and expertise; should be evidence based and involve scientific experts.
- The process should be efficient and timely to address current needs.

Disagree: Yukon government should NOT lead the process. (15)

- A government led process will be too subject to political interference.
- The process should be led by an arm's length independent panel or board.
- The process should be led by First Nations or RRCs.

Section 2.3 Criteria to help determine which areas should be designated as ORV Management Areas would be set by policy, rather than being included in the regulation.



Agree: 29.1%
Neutral: 11.1%
Disagree: 45.6%
Don't Know: 12.7%
Not Answered: 1.6%

Key themes and comments

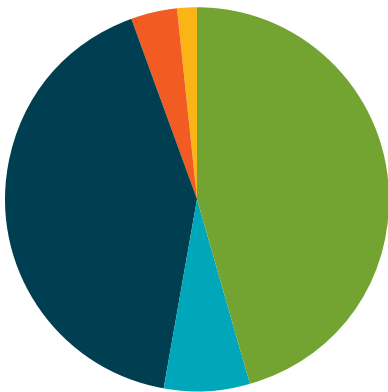
Disagree: Criteria should be set by regulation, not policy. (40)

- Policies are too open to interpretation and can be changed easily. They do not provide certainty; policies are too subject to the political influence of the day.
- Regulations are more accountable to the public, and are more enforceable than policies.

Agree: Criteria should be set by policy. (10)

- Policy provides more flexibility to adapt to new situations and conditions.

Section 2.4 The ORV regulation would enable an ORV Management Area to be divided into different geographic sections reflecting different rules for each section, if needed.



Agree: 45.6%
Neutral: 7.4%
Disagree: 41.6%
Don't Know: 3.8%
Not Answered: 1.6%

Key themes and comments

Disagree: Different rules for different sections of an ORVMA is too complicated. (40)

- Different rules for different sections will be confusing and make compliance and enforcement difficult.

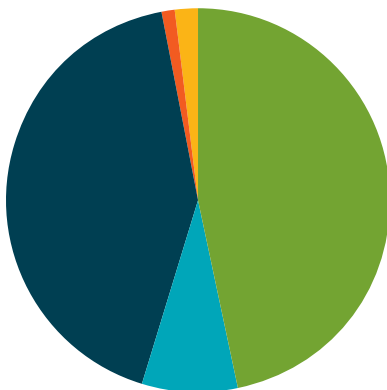
- With different divided sections, ORV operators will have trouble keeping track of which section they are in and what they are or aren't allowed to do in each section.
- Rules should be clear, consistent and simple or, they will be impossible to enforce.

Agree: Different rules for different environmental conditions are appropriate. (10)

- Different rules for different sections make sense when the environment is different.
- ORV use in alpine areas needs to be different than ORV use in non-alpine areas.
- Wetlands need special consideration.

Section 3 How Would Rules Be Established Within ORV Management Areas?

Section 3.1 The process of determining restrictions or prohibitions within ORV Management Areas would be led by the Yukon government. The process would be subject to public review and decisions would be based on evidence, expertise, input from First Nations, stakeholders and the public and subject to treaty and Aboriginal rights.



Agree: 46.9%

Neutral: 7.9%

Disagree: 42.2%

Don't Know: 1.3%

Not Answered: 1.7%

Key themes and comments

Agree: First Nations involvement and Aboriginal Rights. (15)

- The process must include consultation and participation with First Nations.
- Co-management of the process with First Nations should be considered.
- The term "Subject to treaty and Aboriginal rights" is a concern and must be clarified and explained.

Agree: Government should lead with strong public and local involvement. (15)

- The process must include broad public consultation with local communities.
- No one special interest group should be allowed to dominate or control the process.

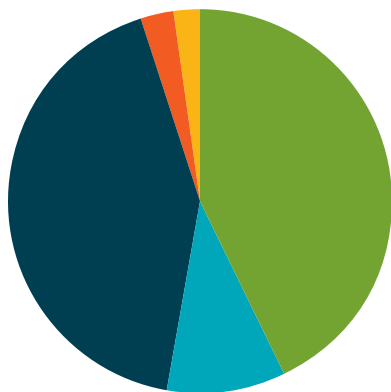
Agree: The process must be timely, scientific and evidence based. (10)

- Restrictions should be based on science and ecological studies.
- The process needs to be efficient, with clear timelines.

Disagree: Yukon Government should not lead the process: (8)

- An independent board of experts or local representatives should lead the process.

Section 3.2 Restrictions and prohibitions for ORV Management Areas could also originate from a government-approved land or natural resource management plan that includes ORV-related recommendations (e.g., local area plan, habitat management plan).



Agree: 43.0%

Neutral: 9.8%

Disagree: 42.2%

Don't Know: 3.0%

Not Answered: 2.0%

Key themes and comments

Agree: Need to coordinate with other land and resource management plans. (23)

- Special Management Area plans, Habitat Protection Area plans, habitat management plans and park plans will help to inform ORV management.
- Regional Land Use Plans (RLUPs) and Local Area Plans (LAPs) should also be considered.

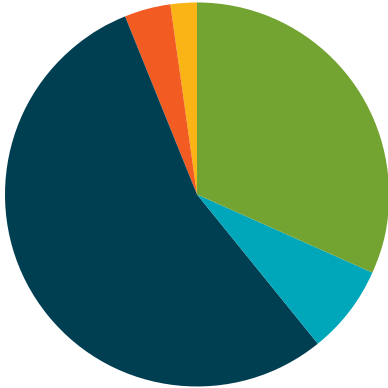
Agree: Need to coordinate with other related gov't policies and regulations. (10)

- ORV prohibitions need to be coordinated with other government regulations and policies related to habitat, wildlife management and wetlands etc.

Disagree: Should not rely on other plans for ORV prohibitions. (15)

- RLUPs and LAPs don't give enough consideration to ORVs and should not be used.
- Many areas don't have a RLUP or LAP in place.
- ORVMA planning should not have to wait for RLUPs to be completed.
- ORVMA planning is more detailed than a RLUP. Trails need to be looked at on a case-by-case basis.
- Even though other plans may speak to ORV use, this does not negate the need for more detailed ORVMA planning that involves further consultation and expert input.

Section 3.3 An area-specific ORV regulation would include some details for permit requirements, including: General permit required to use an ORV in an ORV Management Area; Special permit for users with certain rights/authorizations to use an ORV in a specific ORV Management Area with customized terms and conditions; Duration of permit; Permit fees; Application requirements; Scope of permit terms and conditions; and How permits are issued.



Agree: 31.9%
Neutral: 7.3%
Disagree: 54.8%
Don't Know: 4.0%
Not Answered: 2.0%

Key themes and comments

Disagree: General permits and fees are a very bad idea. (180)

- ORV users should NOT need general permits to access an ORVMA; permits makes the whole system too onerous, bureaucratic and complicated.
- Fees just look like a government money grab.

Disagree: Special permits should not be allowed. (60)

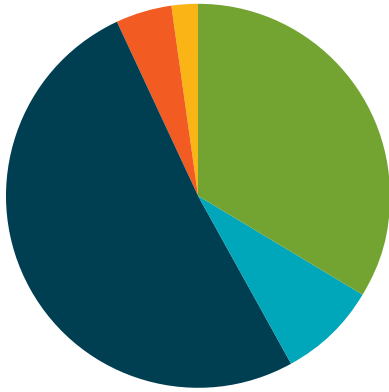
- All ORV users must be treated equally and follow the same rules.
- Allowing for exceptions and special permits undermines the intent of the regulation.
- An ORV with a special permit has the same impact as one without such a permit. If ORV impacts are unacceptable in an area, it should be unacceptable for all ORVs.

Agree: General and special permits should be required. (35)

- A permitting system will help monitoring and compliance in an ORVMA.
- Special permits could be considered on a case-by-case basis, and may be appropriate for special conditions such as a special management area.

Section 4 Establishing Regional Off-Road Vehicle Restrictions or Prohibitions

Section 4.1 Include (in the ORV regulation) the immediate designation of one or more ORV Management Areas where certain management tools such as prohibitions and/or restrictions would apply.



Agree: 33.8%
Neutral: 8.3%
Disagree: 51.2%
Don't Know: 4.5%
Not Answered: 2.2%

Key themes and comments

Disagree: ORVMAs are not needed or wanted in Yukon. (135)

- Unregulated ORV use is important to Yukon people's freedoms and way of life.
- ORVs do not cause enough damage to warrant any further regulation or ORVMAs.

Disagree: ORVMAs are needed, but the proper planning process should be used. (55)

- The immediate designation of ORVMAs is totally inconsistent with the planning process as proposed in the previous sections of this survey.
- Any ORVMA establishment should require a proper planning process with technical assessments and broad public consultation before the area is designated.

Agree: Immediate designation of ORVMAs is urgently needed. (27)

- There are many areas where ORV issues are already well known to exist.
- ORV controls should be put in place as soon as possible to prevent further damage.
- Yukon should be timely and proactive in establishing ORVMAs.

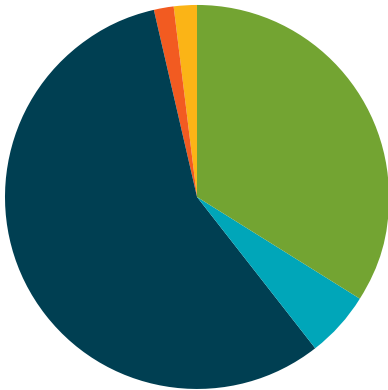
Section 4.2 If you have any suggestions for ORV management areas, please note them.

Approximately 180 respondents (organizations and individuals) came forward with suggestions for ORV management areas.

Areas suggested for an ORV management area in the questionnaire included: alpine areas (60 times), wetlands (30), the entire Yukon (21), designated parks and Habitat Protection Areas (20), Whitehorse city and region (18), and critical fish and wildlife habitat (15).

Section 5 Off-Road Vehicle Registration

Section 5.1 In the near term, require the registration of all ORVs that are to be used in a designated ORV Management Area.



Agree: 34.1%

Neutral: 5.4%

Disagree: 56.8%

Don't Know: 1.9%

Not Answered: 1.7%

Key themes and comments

Disagree: No ORV registration of any kind is needed or wanted. (170)

- Registration should not be required for any ORVs; unregulated ORV use is part of Yukon's lifestyles and freedoms.
- Registration will add an extra expense burden to ORV ownership.
- Registration doesn't accomplish anything, and is just a government money grab.

Disagree: ORV registration should be required for ALL ORVs, not only those in ORV Management Areas (155)

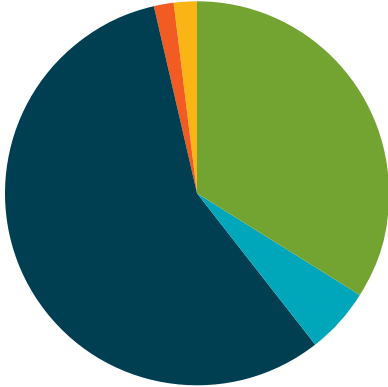
- All ORVs in the territory should have mandatory registration as soon as possible.
- Enforcement will not work unless all ORVs in Yukon are registered and licensed.

Agree: Registration should be supported. (80)

- ORV registration needs to be done to support enforcement and encourage accountability. Registration should be made affordable, easy and accessible to all ORV users. Registration should be for long term: 5 or 10 years.

Section 6 Compliance and Enforcement

Section 6.1 The ORV regulation would include prohibitions and offences, such as including the rule that no one is allowed to operate an ORV within an ORV Management Area unless their ORV is registered.



Agree: 37.4%

Neutral: 5.2%

Disagree: 54.5%

Don't Know: 1.7%

Not Answered: 1.2%

Key themes and comments

Disagree: ORV regulations and prohibitions are not needed or wanted. (150)

- ORV use in Yukon should remain unregulated. Leave us alone.

Agree: Prohibitions and offences must apply equally to all ORV users. (20)

- If the regulation includes prohibitions and offences, these must be applied equally to all ORV users, including both First Nations and non-First Nations users.

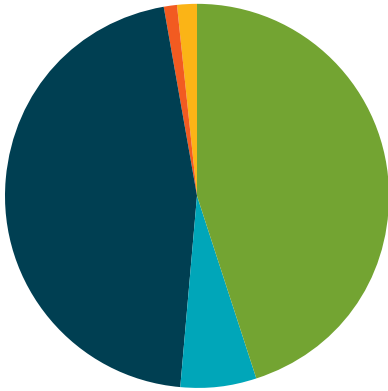
Agree: ORV safety needs to be addressed. (10)

- Measures to improve safety should be addressed, including driver licensing, age limits, driver training and helmets.

Related comments: (70)

- Education, information and signage needs to be given a priority.
- Encouraging compliance through education will be more effective than prohibitions.
- Need to educate ORV users on ORV impacts and how to use ORVs safely and respectfully.
- Need to develop and encourage Best Management Practices for ORV use in the territory.
- Need to inform ORV users on where ORVMAs and FN settlement lands are located.
- Need consistent signage on trails to inform ORV users where they can go and what the rules are.

Section 6.2 The ORV regulation would outline powers of enforcement officers, such as the power to stop an ORV, to issue a ticket.



Agree: 45.1%
Neutral: 6.4%
Disagree: 45.9%
Don't Know: 1.0%
Not Answered: 1.6%

Key themes and comments

Disagree: ORV regulations and prohibitions are not needed or wanted. (150)

- ORV use in Yukon should remain unregulated. Leave us alone.

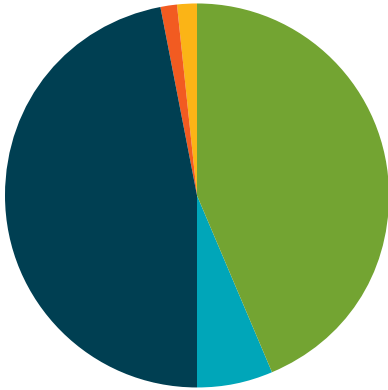
Agree: Enforcement powers should be clearly described. (10)

- The regulation should clearly explain what powers enforcement officers have.

Related comments: (20)

- Enforcement will be a big challenge for this regulation, requiring expensive resources.
- There is already a shortage of enforcement staff in the Yukon back country.
- The regulation should clarify the ability for citizens to report infractions.
- Video or camera monitoring of ORV use should be considered.

Section 6.3 The ORV regulation would clarify that the Minister can appoint enforcement officers (within the Yukon government), including from the Department of Energy, Mines and Resources (i.e., Natural Resource Officers) and Department of Environment (i.e., Conservation Officers and Parks Officers).



Agree: 43.7%
Neutral: 6.3%
Disagree: 47.1%
Don't Know: 1.3%
Not Answered: 1.6%

Key themes and comments

Disagree: ORV regulations and enforcement officers are not needed or wanted. (150)

- Existing enforcement officers in Yukon are already understaffed and overworked.
- ORV use in Yukon should remain unregulated. Leave us alone.

Agree: Clarify who the enforcement officers will be. (20)

- Existing enforcement officers within Yukon government and appointed by the Minister could be used.

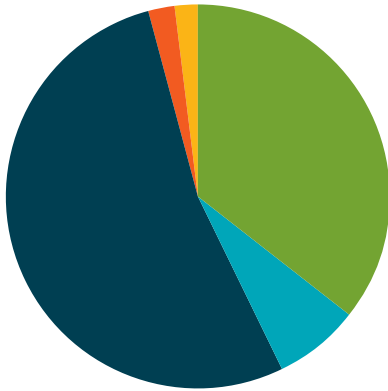
Related comments: Coordinate enforcement with First Nations. (18)

- Work with First Nations land officers and Game Guardians to coordinate enforcement.
- Work with First Nations to consider how ORV use on Settlement Land would be coordinated with ORV use on non-settlement land.

Related comments: Coordinate enforcement with other departments and communities. (15)

- Work with enforcement personnel related to other legislation and regulations, for example, Parks, Wildlife (COs), Fisheries, municipalities (by-law officers), etc.

Section 6.4 Penalties in the ORV regulation would include tickets and fines to be set between \$100 and \$800, depending on the offence and permit cancellation.



Agree: 35.6%
Neutral: 7.3%
Disagree: 53.1%
Don't Know: 2.1%
Not Answered: 1.9%

Section 6.4 Key themes and number of comments that we received in the questionnaire and in public meetings:

Disagree: ORV regulations and penalties are not needed or wanted. (148)

- ORV use in Yukon should remain unregulated. Leave us alone.

Disagree: The proposed penalties are way too low. They should be increased. (143)

- Fines should be much higher so that they are an effective deterrent.
- Fines should include the cost of remediation for the environmental damage done, and should increase for repeat offenders.

Disagree: Seizure and impoundment of the ORV should be added. (53)

- Seizure of ORVs should be an option for repeat offenders.

Disagree: The proposed fines are too high. (17)

- Lower penalty levels are needed.

Agree: The proposed fines are appropriate. (16)

- The penalties are fine, but should be reviewed periodically.

Section 7 Anything Else?

Section 7.1 Have we missed anything?

Over 650 comments were received in response to this question on the on-line survey. Comments were grouped into the following topics, with the following key messages. The number of times a comment was made in each topic is noted in brackets after each heading.

I do not support any development of any ORV regulations: (140)

- Unregulated ORV use is part of Yukon's lifestyles and freedoms
- ORV regulations are not needed or wanted; it is a ridiculous and a cash grab.

I support moving ahead with ORV regulations as described: (83)

- Proposed regulations should be acted on quickly to address problems.
- We've waited long enough. It's time for action; move ahead with regulations on priority areas, sensitive areas, alpine areas and wetlands.

I support regulations that apply to all Yukon and to all ORV users: (71)

- Regulations should apply to all of Yukon, not only ORVMAs
- All ORV users should follow the same rules.
- Address the problem of trail proliferation across the territory.

Comments on the survey: (35)

- The survey was biased, leading, vague and hard to understand.
- More technical information should be provided to better explain the topics.

Comments on future consultation requirements: (34)

- Public consultation must be done on any future ORVMA planning
- User groups and local communities must be engaged.

Comments on different types of ORVs: (31)

- Different types of ORVs (i.e. Argos, quads, dirt bikes, tire types, etc.) have different impacts and need to be considered differently in the regulations.
- Snowmobiles also have impacts and should be included in the ORV regulations.

Registration and licensing: (23)

- Registration, licensing, age limits and safety needs to be addressed.

Enforcement: (22)

- Enforcement will be difficult and needs to be given more consideration.

Education, Information and signage: (21)

- Education on proper ORV use and signage needs to be given more priority.

First Nations: (19)

- Need a better understanding of how ORV regulations will apply to First Nations.
- If First Nations do not need to follow the rules, this will be a major concern.

Impacts of ORV use: (12)

- The impacts of ORV use on wildlife and the environment need better documentation, and ORV users need to be made more aware of the impacts their activities are having on the environment.

Section 7.2 How did we do with this engagement process?

Over 400 on-line comments were made in response to this question. Several themes were noted. The numbers at the right hand side of the page indicate how many times this particular point was made by different respondents:

Overall “rating” of the on-line survey

Very good: 30 Good: 70 Fair: 25 Poor: 50 Very poor: 65

The survey was biased and leading: (110)

- The survey was very one sided; questions were biased and leading towards predetermined outcomes. The format of the questions made it look like it was already a done deal.

Wording in the survey was difficult: (73)

- Many questions were confusing and difficult to understand; Too much bureaucratic language
- Many questions were ambiguous and could be interpreted in different ways.

Publicity should have been improved: (36)

- Publicity for the survey and open houses was lacking
- A lot of people did not know about the engagement process

Background technical information was lacking in the survey document: (16)

- The survey document did not have enough background information on each topic to be able to provide an informed response.
- More information and relevant facts on each topic need to be included.

Timing: (16)

- We’ve talked about this topic for a long time; it’s time for action

Open Houses: (7)

- Open houses and meetings are good but they don’t include everybody
- Some open houses are dominated by one group and don’t represent the views of the whole community

Lack of control re: survey responses: (5)

- How can survey results be trusted when there is no control over who or how many times a single person can submit a survey.
- Comment: “I personally know of a person who has already filled out 5 surveys”

Observations

Yukon government needs to provide more information on the proposed regulation.

A comment heard frequently was that not enough information was provided on the proposed approach and how it will be implemented to enable respondents to come to an informed opinion. Many respondents seem to be under the impression that any future regulation will completely shut down all ORV access to any area that is established as an ORVMA, which is not the case. Both ORV users and non-users should have a more accurate idea of what the implications of an ORVMA may be.

Registration of ORVs.

Many existing ORV owners do not support registration. However, when all engagement results are considered, registration of ORVs does appear to have majority support amongst those that participated in the engagement process. Common themes on this topic were that registration should be for all ORVs in the territory, no one group should be given exceptions, and that registration should be long term, accessible and affordable. Concerns over how a regulation would be effectively enforced with existing government staff were expressed. Ideas such as citizen reporting and using video cameras to monitor ORV use to support enforcement were also raised.

The need for ongoing consultation.

A common theme throughout many topics was the need for ongoing and meaningful consultation in the regulatory process. This includes consultation with First Nations, municipalities, rural communities, RRCs, NGOs, user groups and the public. This will be especially important in the future planning and establishment of any future ORV management areas.

What's Next?

Numerous submissions from First Nations, mandated councils and NGOs reflect the considerable time and effort that was dedicated to providing thoughtful input. These submissions will be reviewed in determining the next steps in developing a regulation that is intended to improve the Government of Yukon's ability to control ORV use to protect the Yukon landscape under the legislative framework of the *Territorial Land (Yukon) Act*.

We hope this document will provide useful information to everyone who is interested in key issues that will need to be addressed to manage impacts to the land by off-road vehicles in Yukon.

If you have questions, comments or concerns, please contact Mike Draper at the Land Management Branch, Government of Yukon at (867) 667-3185. Toll-free outside Whitehorse: 1-800-661-0408 (ext. 3185). Email: Michael.Draper@gov.yk.ca

Appendix – Acronyms used in this document

LAP – Local Area Plan

Local Area Plans provide guidance on the types of land uses that should be permitted or restricted within “Hinterland” areas and public land in and near rural communities and small town sites.

ORV – Off-Road Vehicle

An “off-road vehicle” is defined in the *Territorial Lands (Yukon) Act*, as:

Any motorized vehicle that runs on wheels, tracks, air cushions or any combination of these and is designed or adapted for cross-country travel on land, marsh, swamp land or other natural terrain and includes, but is not limited to:

- (a) an all-terrain vehicle;
- (b) a dune buggy or sport buggy;
- (c) a mini bike, dirt bike or trail bike; and
- (d) a motor vehicle that is being driven elsewhere than on a highway, whether or not it is registered under the *Motor Vehicles Act*, but does not include a snowmobile or snow machine.

ORVMA – Off-Road Vehicle Management Area

An Off-Road Vehicle Management area would be an identified, defined area of land for which there would be rules set out to manage the use of off-road vehicles with the intent of protecting sensitive terrain. There are not management areas currently in place in Yukon, but proposals could be accepted and reviewed once the regulations are in place.

RLUP – Regional Land Use Plan

In Yukon, regional land use plans provide a broad level vision and goals for the allocation, management and use of land and resources, including renewable, non-renewable and water-based resources within a region. The plans allow the Government of Yukon, First Nations, stakeholders and residents of a particular region develop a blueprint to guide the future use and development of land in their area.

RRC – Renewable Resources Council

Renewables Resources Councils in Yukon are advisory bodies that can make recommendations about renewable resources management and the conservation of fish and wildlife to the Minister of Environment or other department Minister, the Yukon Fish and Wildlife Management Board, the Salmon Sub-Committee and the Yukon First Nation affected by the recommendation.

