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GV/191.24/W5/N0./1978:5
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SNOWMOBILING IN THE WEST KOOTENAY

SNOWMOBILING IN THE
WEST KOOTENAY

By

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April 14, 1978

A technical report submitted to the Wildland
Recreation Department in partial fulfillment of
the requirements for W.R. 271.

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SNOWMOBILING IN

THE

WEST KOOTENAY



• • • **THINGS TO KNOW**

• • • **LEGISLATION**

• • • **TRAILS**

• • • **PLANNING AIDS**

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SUMMARY

The growth and popularity of snowmobiling in the West Kootenay area has created consequences that land administrators and operators are seeking solutions for. A successful management plan must give careful consideration to certain factors if the problems and issues surrounding snowmobiling are to be alleviated. These factors are:

1. Clear, realistic policies which are supportable and enforceable.
2. The need for operator education and information programs must be recognized.
3. Environmental considerations must be thoroughly examined.
4. A good working liaison between administrators and user groups is required.
5. A coordinated effort with all land and resource management agencies and user groups who recreate on public lands would objectively provide safeguards for all concerned parties.

A management plan considering these factors would hopefully increase the efficiency and effectiveness of snowmobiling administration and enable administrators to promote snowmobiling participation throughout the West Kootenays.

I INTRODUCTION

Snowmobiling is a legitimate winter outdoor recreation activity of public and private lands. Many hundreds of local enthusiasts prefer to experience the winter outdoors by way of snowmobiling.

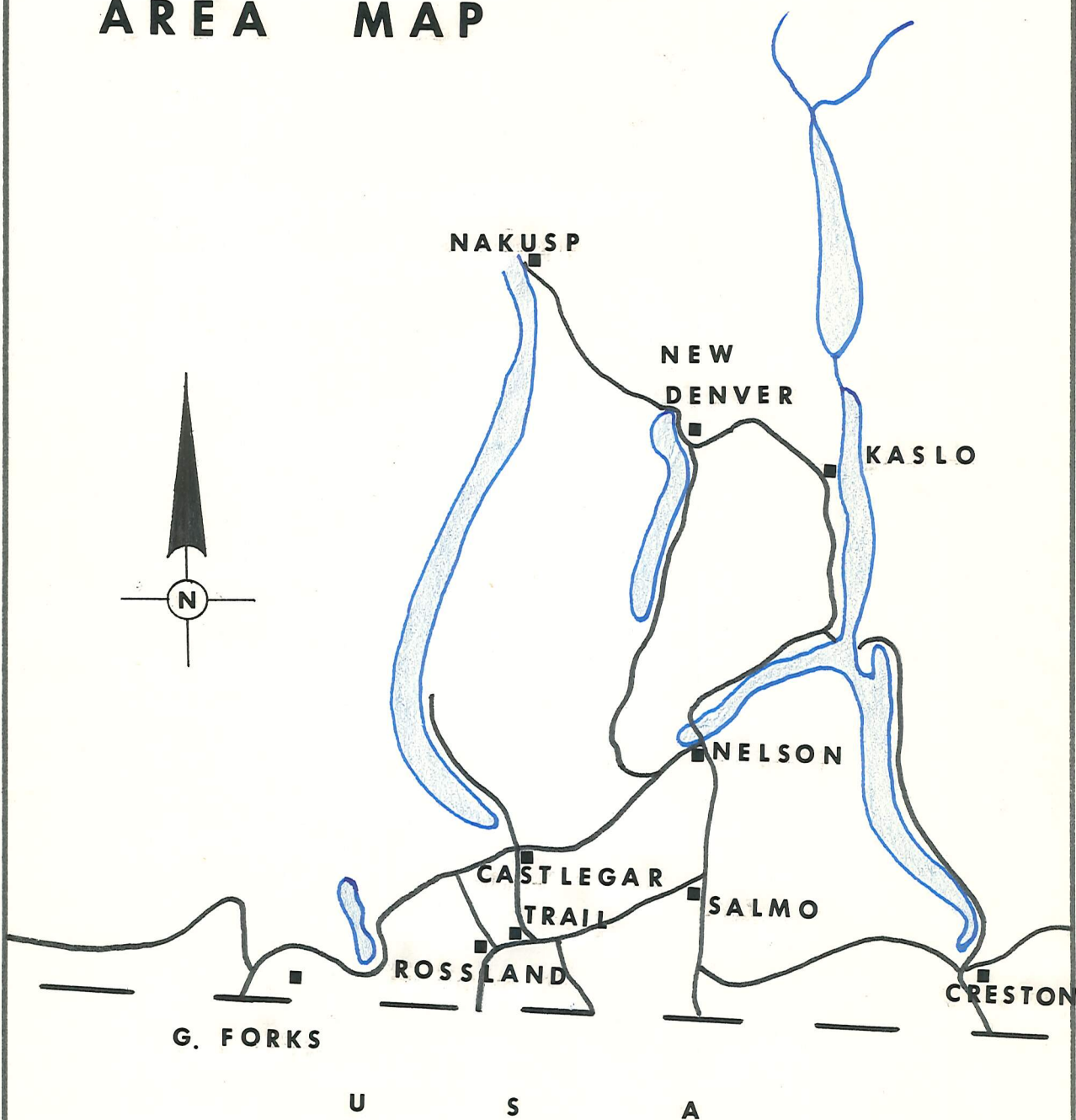
Wildland recreation agencies have certain responsibilities to the user public with respect to the administration of our land base for recreational use, with snowmobiling being no exception. The purpose of this report is to provide information and data on the factors that must be evaluated in developing a comprehensive snowmobiling management plan for the West Kootenay region. This information should provide reference to aid land managers and snowmobilers alike. Land managers must be cognizant of the issues concerning snowmobiling in their management area. They should be able to identify and appreciate characteristics and preferences of snowmobilers.


Participants should become familiar with all aspects of snowmobiling to ensure that this recreational activity will be promoted as a safe and wholesome outdoor recreation sport.

Statistics reveal that recreationists are turning to the outdoors in winter in greater numbers than ever before. Unfortunately the supply of our land base stays the same while demand for recreational resources continues to increase. Providing the necessary information and guidelines to aid managers in making more efficient use of available recreational land will hopefully benefit public relations and increase the effectiveness of snowmobiling administration in the area.

FIG. 1

AREA MAP



0 40
KM. 

1 CM. TO 13 KM.

II METHODOLOGY

Throughout the winter season of 1977 - 78 data was compiled from various Canadian and American publications and evaluated for its merit and application to the West Kootenay region. Existing information on snowmobiling in this region was obtained by seeking out land and resource management personnel, snowmobile dealers, snowmobile owners not belonging to clubs and non-snowmobilers. Meetings, interviews, and trail rides were conducted throughout the winter with these various groups and data was compiled to gauge the impact of snowmobiling on the environment and all parties concerned.

I have owned a snowmobile since 1972. My past experience in snowmobiling and my participation in Castlegar and Nelson snowmobile clubs have given me an advantage and insight in writing this paper.

My experience in other winter outdoor recreation

activities make me appreciate the concerns of the non snowmobiler and should eliminate bias for being antisnowmobile on one hand and for being a snowmobile advocate on the other.

III THE EMERGENCE OF SNOWMOBILING

In the 1920's numerous Americans were experimenting with "motor toboggans". By 1940, a modern design model was produced by the Clintonville Company, (Clintonville Wisconsin Manufacturing Company).¹ Powered by a converted motorcycle engine, it became so successful that this company received immediate orders from throughout the snowbelt areas of Canada and the United States. By the early 1960's, snowmobile manufacturing plants were springing up all over the snowbelt country and blazing the way for a whole new outdoor recreation experience known as snowmobiling.

1. Robert L. Horney, Snowmobiling
(Washington D.C., 1969) p. 7

IV THE NEED FOR PLANNING AIDS

1. NATURE OF PARTICIPANTS

In examining the files of correspondence in the local resource management agencies it became apparent that there is a lack of understanding of snowmobiler's values and characteristics. On numerous occasions controversy has surrounded the establishment of snowmobiling issues and regulations primarily due to a communication gap between management and the user group. Hence, land managers should become more aware of the recreationist's perception of the issues. Past research has shown that management decisions concerning snowmobiling are sometimes made without knowledge of the user and his attitudes about the issues. Research has also shown that land managers are not always able to perceive management policies that are acceptable to the user public.¹

1. Earl C. Leatherberry, Northern Wisconsin Snowmobilers (St. Paul, Minnesota, 1976) p. 1.

It becomes interesting as well as important to note who these people are and how they perceive the mounting issues of snowmobiling. Of the 1,000,000 registered snowmobile owners in Canada in 1972, 295,000 were skilled labourers, 50,000 unskilled labourers, 133,000 were professionals, 215,000 involved in some aspect of manufacturing, another 70,000 were salesman, 59,000 farmers, 32,000 clerks, and 29,000 retired people.¹

As you can see, the individuals who own snowmobiles are as varied as the 400 models available to them on the market. Most snowmobilers use their machines for family recreation. Figure 2 indicates that over 176,000 households in Canada have two or more registered snowmobiles.² In 1972, 785,000 snowmobilers in Canada used their machines for no other purpose than fun. 100,000 enthusiasts go ice

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1. "One Million Snowmobilers Can't be all Wrong" by Reg Fife, Weekend Magazine, (January 1, 1972)
 2. "Snowmobiles" by Province. Statistics Canada (May, 1977) p. 4

fishing on snowmobiles and 20,000 people where taking snowmobiles hunting, where and when permitted by law as in the Northern Eskimo communities.

In addition to their recreational pursuits there are other important uses made of snowmobiles. In 1972, 56,000 snowmobilers used these machines in their work.¹ Snowmobiles, for example, are extremely important to the rancher in winter, providing a vehicle by which to reach cattle for care and feeding.² Line workers and couriers in rural areas also find the snowmobile to be of great value in carrying out their tasks.³ More than 10,000 enthusiasts were involved in racing in Canada this winter season and they drew more than 2,000,000 spectators.⁴ Snowmobiles have also proven

1. Ibid, page 5, see F.N. 2, page 9

2. "Off Road Recreation Vehicles"
Department of the Interior Task Force Study
U.S. Gov't, Washington, D.C. (1971) page 26

3. Ibid, page 26

4. "One Million Snowmobiles Can't be all Wrong"
by Reg Fife, Weekend Magazine, (January, 1972)

SNOWMOBILES,

BY PROVINCE, MAY 1977

FIG. 2

Province	Total Households	Households With Snowmobiles		Households Without Snowmobiles
		One Snowmobile	Two or More Snowmobiles	
Estimates In Thousands				
Canada	7,022	526	180	6,315
Nfld.	135	25	...	107
P.E.I.	31	4	--	28
N.S.	231	15	5	212
N.B.	175	24	7	145
Quebec	1,869	164	52	1,653
Ontario	2,637	165	71	2,401
Manitoba	319	28	8	283
Saskatchewan	288	45	11	232
Alberta	564	40	14	511
B.C.	771	18	8	745

NOTE: Figures may not add to totals shown, due to rounding.

their great value in emergency and rescue operations and patrol activities.

2. POPULARITY OF SNOWMOBILE GROWTH AND CHARACTERISTICS OF LOCAL SNOWMOBILERS

One of the major reasons for the popularity of the snowmobile is that it expands recreational opportunities and extends the winter recreational season for many people who before were unexcited about traditional winter recreation activities. The attraction of this winter sport is the great variety of experiences it offers. No two runs or trails are ever the same and in breaking the monotony of winter participants enjoy a social and recreational experience while satisfying an explorational urge.

The randomly selected sample of snowmobilers in my study area perceived themselves as "outdoor persons" actively engaging in hunting and fishing as recreation activities. Most of these snowmobilers

have had limited experiences in cross country skiing, downhill skiing, hiking, and snowshoeing but the excitement and sensation of snowmobiling attracts them to this sport. They engage in snowmobiling because it appeals to them more so than the other outdoor winter recreation alternatives available.

Research on the profile of snowmobilers has shown that the average age of the owner is 40 years, married, has two children, and has 1.5 snowmobiles in the household.¹ These statistics are evident in local enthusiasts and the average West Kootenay snowmobiler spends approximately 8 hours per week on his/her machine and one in seven operators belong to a snowmobile club. Machines are used primarily for group snowmobiling, trail riding, and safaris. Personal interviews revealed that snowmobilers belonging to organized snowmobile clubs were more aware of the issues and policies of government agencies and other

1. "Off Road Recreational Vehicles"
Department of the Interior Task Force Study
U.S. Gov't, Washington, D.C. (1971) page 26

concerned groups regarding snowmobile use. Most snowmobilers not affiliated with a snowmobile club held virtually no radical viewpoints and were amenable to regulations regarding the use of their machines. These individuals as a whole did not feel or foresee competition with other winter recreationists for the same physical space. Their attitudes were very flexible. These snowmobilers felt that some types of restrictions were necessary on snowmobiles that operate on public lands. When questioned on what some of the necessary restrictions should entail with respect to the environment, the responses were not significantly identifiable in terms of what problems exist and what land managers may be faced with in the future.

Membership in snowmobile clubs did have a statistically significant influence on attitudes toward certain management policies on regulating

snowmobiling use. Snowmobile club members expressed much more concern about issues and proposed regulations to delimit the area in which snowmobiles are allowed to operate.

In many areas where conflicts for other winter recreational use versus snowmobiling exists, affiliation with snowmobiling clubs became more important to the individual snowmobiler.¹ Two major factors identified in a study on "Northern Wisconsin Snowmobilers" point in that direction and this trend is evident in our region. First, there is an apparent levelling off of novice snowmobilers in the West Kootenay and methods in regulating snowmobile use entail designating non use and use areas. The situation in the West Kootenay requires that a more uniform and practical mechanism to support the goals of snowmobilers be employed to alleviate the dissonance and communication

1. Earl C. Leatherberry, Northern Wisconsin Snowmobilers (St. Paul, Minnesota, 1976) page 4

gap between snowmobilers and administrators.

The recent growth in the number of snowmobile user organizations and members suggests that snowmobilers are becoming more organized. In some areas such groups currently represent about 50 per cent of all snowmobilers. If membership continues to increase, land managers will be destined to face increasingly organized pressure from snowmobilers searching for their rights to recreate on public lands.

This issue will be discussed further in section IV - 4 of this report.

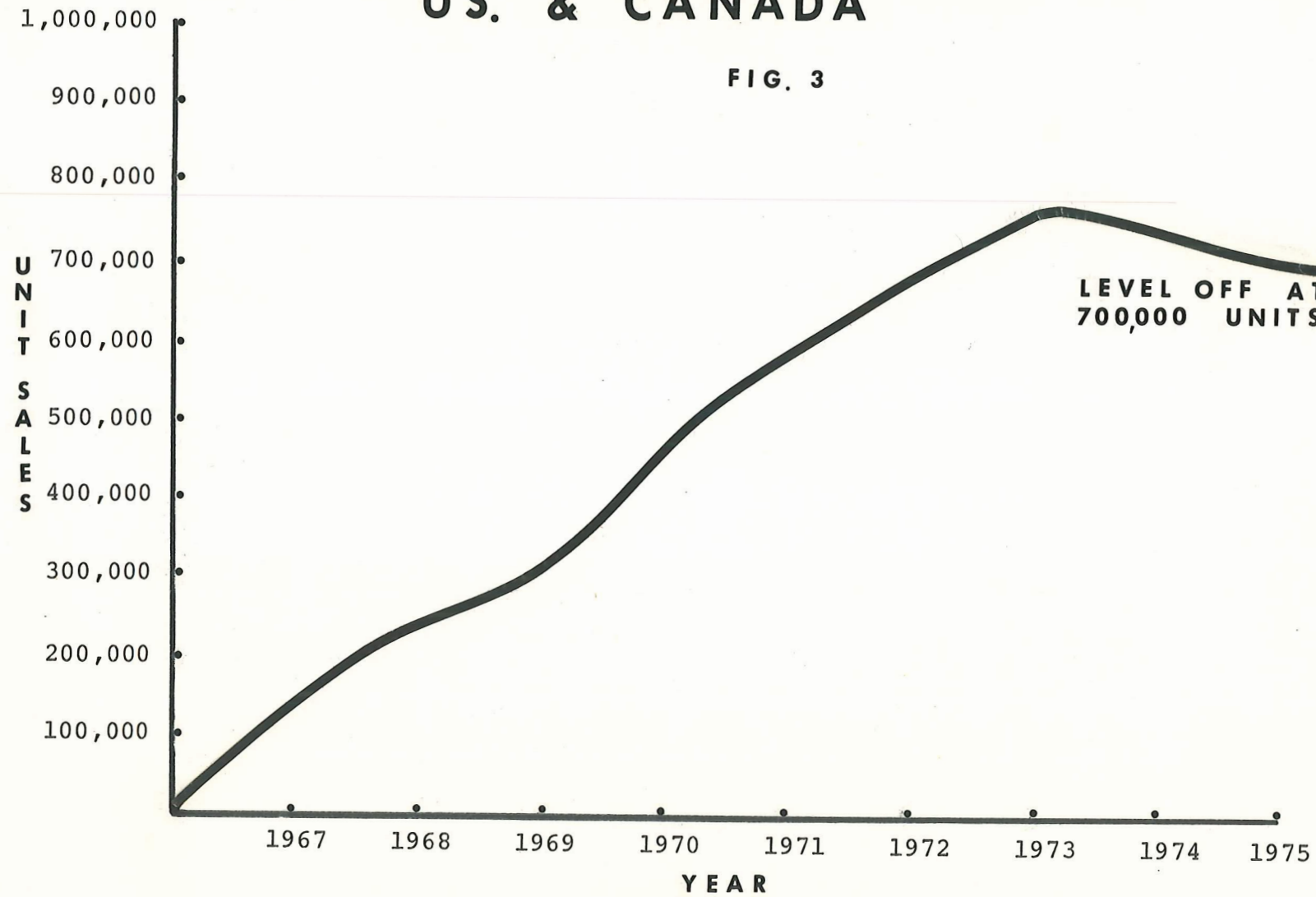
3. CONSEQUENCES OF SNOWMOBILE GROWTH

Prior to 1960, snowmobile sales were less than 500 units per year in Canada and the United States.¹ In 1969 - 70 the figure had reached 445,000 units per

1. "Off Road Recreational Vehicles"
Department of the Interior Task Force Study
U.S. Gov't, Washington, D.C. (1971) page 18

SNOWMOBILE SALES, US. & CANADA

FIG. 3



year and by 1972, there were 1,000,000 snowmobiles registered in Canada alone.¹ Since its peak in 1973 snowmobile sales have levelled off to approximately 700,000 units per year in the United States and Canada.² This is indicated by Fig. 3. These statistics reveal that an estimated rate of growth of 1.5 per cent per annum will persist in snowmobile enthusiasts throughout the country.

a) Land Use Conflicts

Land use conflicts originate when:

- i. various interests compete for the same physical space;
- ii. opportunities to enjoy a chosen activity are significantly minimized by the presence of incompatible uses; and personal rights of individuals are perceived to be violated.

1. Ibid., page 18, see F.N. 1, page 16

2. Ibid., page 18

The responsibility of our land resource agencies to encourage co-operative approaches with other agencies to ensure appropriate levels of snowmobiling opportunities and the appreciation of non snowmobilers recreational values by snowmobilers will minimize land use conflicts for winter recreation in this area. Most problems concerning snowmobiling and cross country skiing are more of a people problem than a snowmobile problem. The role and importance of public education becomes prominent in promoting the values of the various recreational pursuits and respect for alternative uses must be recognized to lessen existing conflicts. A regional parks planner stated that "one aspect of public education regarding all terrain vehicles involves gaining a widespread acceptance of the rights of all terrain vehicle recreationists to enjoy their noisy, potentially destructive machines in appropriate areas".

"Skiers and hikers should not always receive preference and priority because of some imagined superiority of non-motorized over motorized recreation".¹

We are fortunate that in the West Kootenay area there is ample physical space for all types of winter recreation activities. A working liaison through public involvement with the various user groups of public land would ensure that land use conflicts would be significantly minimized.

b) Environmental Impact

The extent and degree of environmental losses caused by snowmobiles has not previously been studied in a controlled circumstance in the West Kootenay. Consequently, snowmobilers in this area appear to be subject to all of the complaints that environmentalists have cited. There will always be a small segment of recreationists who abuse the environment, by littering, harassing wildlife, and

1. Phil Whitfield, Personal Interview by the Author, Nelson, B.C., January, 1978

ignoring restrictions and regulations. This type of abuse is caused by a small minority, but like other adverse actions, these activities are many times given attention far out of proportion to the importance of their impact on environmental values and other recreation.¹

Littering, trespassing, theft, damage to seedlings and young trees, wildlife harassment, retardation of vegetative growth on rangeland and noise factors are all instances of potential encroachment by snowmobiles on the environment. Numerous studies have shown that in certain areas that these disruptive factors are attributed to snowmobiles. The majority of studies show that as the number of snowmobilers concentrated in one area increased and the snow conditions decreased from ideal that the impact on the environment became more apparent. Due to ideal snow conditions in the West Kootenay and the distribution

1. "Off Road Recreational Vehicles"
Department of the Interior Task Force Study
U.S. Gov't, Washington, D.C. (1971) page 43

of snowmobilers the environmental impact has been cited as virtually nil, although as stated previously, a study under controlled circumstances assessing soils, hydrology, vegetation and wildlife has not been undertaken.

Prevention through education can become a great factor in reducing encroachment. Only a small percentage of snowmobilers are responsible for willful encroachment. Through education, the majority of winter recreationists will come to realize that no individual or group has priority rights to the landscape and that what open space we still have must be shared.

c) Hazards of Snowmobiles

Statistics show that every winter season close to 100 snowmobilers are killed by collisions with autos, trains, logging trucks, fences, and drownings in lakes, driving over cliffs, and into

other obstacles at excessive speeds. Again the importance of public education cannot be overstressed and the need for safe, designated snowmobile areas becomes essential. Trail requirements are presented in a later section.

4. EXISTING METHODS FOR HANDLING CONSEQUENCES

a) Legislation

Because of the rapid growth and activity in the field of snowmobiling, the B.C. Ministry of Recreation and Conservation has produced some common sense rules which are necessary to ensure the safety of those who wish to enjoy this recreational pursuit, to protect our environment and the safety of the public. This booklet is available, free of charge, from any government agent. It contains the full text of the B.C. Snowmobile Regulations, which define the snowmobile as an all-terrain vehicle under the All-terrain Vehicles Act.

The Provincial Government requires snowmobile registration for a number of reasons:

- to control the operator's use of the snowmobile, similar to the registration requirements for boaters, anglers, and hunters
- to underwrite, in part, the costs for registration, law enforcement, records, references and research information.

It is clear that, to minimize future conflicts the snowmobile operator must recognize his very definite responsibility to observe and abide by the rules set forth by both local and provincial laws intended to control the use of the vehicle. If these rules and regulations are observed and common sense is used, needless tragedies and injuries will be avoided.

b) Public Education Campaigns

The Provincial Government has recognized

the need for encouraging safety and education programs for snowmobiling. The B.C. Snow Vehicles Association received \$12,000 in 1976 for instructor training and publishing a snowmobiling handbook. This excellent handbook covers all aspects of the snowmobile; the ride, preparing yourself and dealing with emergencies. This handbook is available through any snowmobile club member in the area.

c) Local Snowmobile Clubs

Local snowmobile clubs are probably the most effective mechanism for promoting enjoyment in snowmobiling, for providing education and encouraging safety in the use of the machines and for building a reputable public image of snowmobiling as a family sport. Snowmobilers join local clubs to become involved in a specific activity and to make friends who share similar interests. By joining with others in organizing snowmobile trips, rallies, competitive meets and special events for the whole family, the snowmobile owner contributes to his/her club's high value return for both their investment in their

club and in their snowmobile.¹ There is a growing rapport that snowmobilers are establishing with their neighbors, thanks largely to the efforts of increasing numbers of snowmobile clubs in the U.S.A. and Canada. Instead of needlessly riding anywhere, snowmobile club members are now following club rules and riding in areas and trails where they have permission to do so. Some clubs have written by-laws that call for expulsion for certain offenses. This has had an extremely strong influence on the cutting down of abusive behaviour.

Snowmobilers in clubs have a spirit and dedication that is quite remarkable. Surprisingly, this spirit is found in non-racing groups; few snowmobile clubs are involved with racing and family fun is promoted. Club activities are more likely to include safaris, cookouts, and charity fund raising. One growing activity is riding to raise money.

1. Robert L. Horney, Snowmobiling
(Washington, D.C., 1969) page 43

Last year, for instance, the Ontario Federation of Snowmobile Clubs raised \$340,000 through their annual "Snowarama" to help the Lion's Society for Crippled Children. This February the B.C. Snowmobile Association sponsored a province wide "Snowarama" in cooperation with the Lion's Society for crippled children and raised over \$70,000. These endeavors evidence that the sport is "cleaning up" and snowmobile clubs through family participation is responsible for its success.

Local clubs are in a position to work closely with local wildland resource agencies as well as with private land owners in the design, layout and development of snowmobile trails and other related developments. A prime example of organized effort is the success achieved by the Kootenay Sno-Goers Snowmobiling Society in cooperation with the B.C. Parks Branch in developing an intensive use snowmobiling area in the Nancy Greene Recreation area. The Kootenay

Sno-Goers, through their keen interest and dedication have become a voice in protecting snowmobiling in their area from unjustified legislation and imposing descriminatory regulations. It is unfortunate that Castlegar area snowmobilers do not at this time have a club and the Nelson Sno-Goers have been faced with dwindling participation of which numbers were in the hundreds a few years ago. This factor is also reflected in the lack of communication and harmony between snowmobilers and land administrators in certain areas.

d) Snowmobile Use Areas -- Trails

In many areas throughout the U.S.A. and Canada, land management agencies are inventorying unused natural land space which could be set aside for snowmobiling. Logging roads, power lines, and pipe lines, clearcuts and abandoned railroad grades are good areas where openings in forest cover exist.

Other than the snowmobile use area situated in the Nancy Greene Recreation Area, there are no designated trails for West Kootenay Snowmobilers. But snowmobile trails will not necessarily solve all the snowmobile user problems. When snow conditions are favourable, many snowmobilers seek the open country, frozen lakes and stream beds, forests and private land property. Those who respect provincial and local laws governing the use of snowmobiles are not likely to be restricted in their choice of snow areas. However, when this conflicts or interferes with other winter recreation pursuits, there could be cause for issuing controls. Multiple use of trails is usually advocated when compatible with other uses but this then becomes a management problem.

A "Trails Committee", represented by a group of Canadians and Americans experienced in snow trail design, have suggested specifications as guidelines

for the development of permanent general use trails.¹ Snowmobiling opportunities in the West Kootenay would be greatly enhanced with the provision of some general use snowmobile trails. These trails could be developed for family use and designed to include trailing through natural and scenic areas with variations of topographical and landscape features. Following are suggested guidelines for development of general use snowmobile trails. These specifications are modified from the "Trails Committee" guidelines to meet the minimum requirements for the beginning of a successful snow trails system for the West Kootenay area:

-Parking is necessary at the beginning of the trail for three types of users: (a) pull-through parking for autos with trailers; (b) regular parking for autos; and (c) parking or assembly area for snowmobiles.

1. Robert L. Horney, Snowmobiling
(Washington D.C., 1969) page 28

-A suitable area for loading and unloading snowmobiles (ramps) is required to reduce traffic congestion and provide safety for snowmobilers and pedestrians.

-A warm-up and test area should be provided near the beginning of the trails.

-Garbage cans should be provided at the beginning of the trail, at rest areas or at major intersections.

-Desirable support facilities may be included if possible and practical to add to the enjoyment of snowmobiling. Generally these conveniences would be located near the beginning of the trail, using existing facilities where possible.

-Warming shelters and rest rooms may be desirable at trail beginning and half-way point. Take advantage of existing facilities such as parks and scenic sites.

-Trail length of 15-30 miles is desirable, 40-50 miles maximum, 5-10 miles minimum. The trails should be one way with alternate shorter routes.

- Trail tread width should vary with topography and land characteristics. A 10-foot wide trail is desirable, 6-foot minimum and 15-foot maximum.
- Grades and slopes should be a maximum of 30-35 percent. The in-run should be straight, at least as long as the slope.
- Grades should follow contours as much as possible.
- Do not cut along side slopes
- Route trails away from game, preserves, winter range areas, experimental stations, nurseries, plantations, and other areas of anticipated conflict.
- Do not route snowmobile trails over lakes, streams or other bodies of water. If stream crossings are necessary, provide bridges at least 8 feet wide, made of material capable of retaining snow cover.
- Trail maintenance is extremely important to improve trail usability and enjoyment. Constant clearing and rolling or dragging of trail is needed to eliminate moguls (humps). Ideally, heavily used trails should be rolled after each new snowfall.

-A height of 10 feet above normal maximum snow accumulation should be cleared. Brush should be removed from the area 2 feet outside the edge of the trail.

-Turning radius should be a minimum of 25 feet.

-Strict control of trail access points is highly recommended. Trails should be routed away from areas that will attract undesirable traffic or users.

-Topography and land characteristic should be varied to maintain user interest. Take advantage of outstanding scenic, natural, and educational features along the trail routes. Spur routes into interesting areas are recommended rather than running the main trail directly to the feature.

-Occasional open areas should be provided for frolic and rest. Trash barrels and picnic facilities may be included at open areas.

-Camping facilities may be desirable along extremely long trails. An existing campground may be used as the starting and ending point of a trail.

(i) Other Considerations

- Any structures to be built for snowmobile trails such as bridges, buildings, and trail facilities, should be aesthetically pleasing, as well as safe and functional.
- Trail conditions could be posted on entrance information sign.
- Local radio stations may broadcast weather forecasts for up-to-date conditions.
- Snowmobile patrols may be utilized to police trails and aid disabled snowmobiles or injured persons.

(ii) Signing

The standardization of snowmobile signs and symbols is important for user comprehension. Some of the primary criteria for designing snowmobile signs are:

- The purpose of a sign is for the information and safety of trail users.
- The selected color of the signs should be distinguishable in the winter. However, they should not be offensive in other seasons of the year.

-Reflectorization of signs is of prime importance to snowmobilers in hours of reduced natural light.

-A sufficient number of signs is needed for user safety, to aid enforcement, and to satisfy liability claim requirements.

V FACTORS TO BE CONSIDERED IN DEVELOPING
COMPREHENSIVE SNOWMOBILING MANAGEMENT
PLANS FOR THE WEST KOOTENAY

Many factors warrant consideration when developing local snowmobiling operations. The purpose of a management plan is to increase the efficiency and effectiveness of snowmobiling administration and to enable administrators to promote snowmobiling participation by families and individuals in suitable areas throughout the West Kootenays. A successful plan must be realistic with clear policies which are supportable and enforceable with respect to local conditions. Environmental considerations must be thoroughly examined. Operator education and information programs are essential to make snowmobilers aware of provincial and local regulations and trail facilities developed to insure the safety of operators and to protect property, wildlife and the rights of other winter recreationists.

Minimizing encroachment on non snowmobilers is an important factor which creates problems in this area.

Developing and maintaining suitable, safe snowmobile use areas and operator education programs can eliminate this conflict.

A coordinated effort with all government agencies who have concerns for the land base and organized public groups who recreate on public lands would provide for safeguards for all concerns; snowmobile operators, hikers and skiers, property owners and the environment while allowing maximum enjoyment of the sport.

VI CONCLUSION

In this report I have described the winter recreational pursuit of snowmobiling and how it has grown in Canada and the West Kootenays as a popular family and individual recreation activity. The great popularity and growth of snowmobiling creates consequences which ultimately become a management problem of which administrators and operators are seeking solutions to these problems. Land use conflicts, environmental impact, encroachment and hazards of snowmobiling are examined. Methods for handling these consequences are evaluated. Legislation, public education campaigns and local snowmobile clubs all contribute towards promoting snowmobiling and providing safeguards for the user, non-user, and the environment.

The most organized snowmobiling groups have the best working liaison with recreation resource management agencies. This is reflected in their success in developing snowmobile use areas and promoting snowmobiling as a wholesome and challenging recreation activity. Administrators

must recognize the need for providing recreational opportunities for all types of winter recreation activities. The demand for physical space continues to increase, therefore, the requirements and preferences of winter recreationists must be recognized in order to insure their rights to recreate on public lands.

Careful planning through a joint effort of government agencies and user groups who recreate on public lands will insure for all environment and people concerns and also maximize enjoyment of the sport of snowmobiling.

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APPENDIX

- A. Photos -- Snowmobile Trail Requirements
- B. Snowmobiling Literature and Regulations



Suitable areas for parking and loading and unloading snowmobiles is required to reduce traffic congestion and provide safety for operators



Varied topography & outstanding scenic features should be taken advantage of to maintain user interest on a snowmobile trail



Make use of existing power line
rights-of-way for trail location



Vertical and horizontal site
distance should be minimum
of 50 feet on 2-way trails



Heavy snowpack in the West Kootenay creates ideal snowmobiling conditions at higher elevations, hence impact on soils, hydrology and vegetation is virtually nil



But, a total absence of facilities and control on a well used snowmobile trail will inevitably result in degradation of rest areas

SNOWMOBILE OWNERS, OPERATORS -- PERSONAL INTERVIEW

Explain Purpose of Interview: To gather information and data on local snowmobilers characteristics which will aid administrators in planning and promoting snowmobiling as a safe, wholesome recreation activity.

Number of snowmobiles in household:

One

Two

Three or More

Do you belong to a snowmobile club:

Yes

No

Age Group:

Under 16

17 - 25

26 - 35

36 - 60

Over 60

Marital Status:

Single

Married

Sex:

Female

Male

Number of children participating in snowmobiling:

None

One

Two

Three or More

Occupations:

Craftsman(skilled)
 Labourer (nonskilled)
 Operator (semiskilled)
 Professional, Technical
 Clerical
 Farmer
 Other

How many hours per week do you spend on your machine:

Less than 4 hours
 5 to 10 hours
 11 to 20 hours
 More than 20 hours

Do you participate in:

Group snowmobiling
 Trail riding
 Safaris
 Racing

Do you participate in:

Hunting
 Fishing
 Downhill skiing
 Cross Country Skiing
 Hiking
 Snowshoeing

Do you feel that snowmobiling opportunities are adequate in the area:

Yes

No

What facilities, if any, would you like to see provided:

Developed trails

Snowmobiling "only"--
designated areas

Race tracks

Other

Please explain: _____

Do you feel that restrictions on snowmobile use with respect to the environment are required:

Yes

No

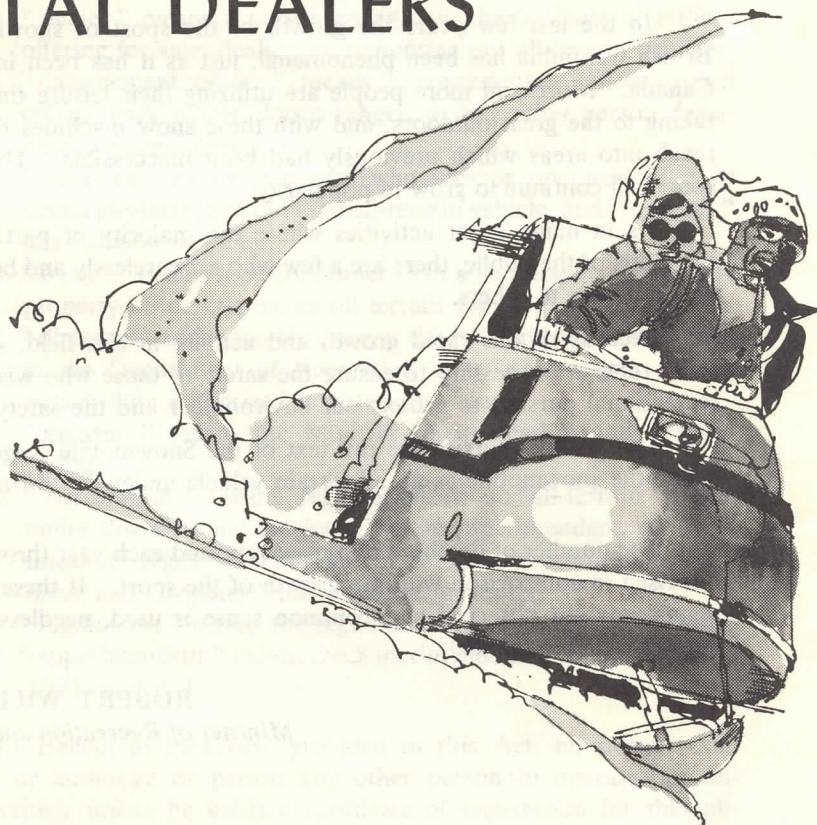
Explain some possible restrictions: _____

What do you feel that can be done by snowmobilers and administrators to enhance snowmobiling opportunities in the area: _____

ATTENTION



SNOWMOBILE OWNERS, OPERATORS, and RENTAL DEALERS



All-Terrain Vehicles Act and Snowmobile Regulations



The Government of the
Province of British Columbia

DEPARTMENT OF RECREATION AND CONSERVATION

A Message From The Minister of Recreation and Conservation

In the last few years the growth of the sport of snowmobiling within British Columbia has been phenomenal, just as it has been in other parts of Canada. More and more people are utilizing their leisure time in winter by taking to the great outdoors, and with these snow machines they are able to reach into areas which previously had been inaccessible. Undoubtedly, the sport will continue to grow in popularity.

As in many other activities where the majority of participants respect the rights of the public, there are a few who act carelessly and become a hazard or a nuisance to others.

Because of this rapid growth and activity in this field, some common-sense rules are necessary to ensure the safety of those who wish to enjoy this recreational pursuit, to protect our environment and the safety of the public.

This booklet carries the full text of the Snowmobile Regulations, which define the snowmobile as an all-terrain vehicle under the *All-terrain Vehicles Act*.

The number of deaths and injuries reported each year throughout Canada has risen in comparison with the growth of the sport. If these new rules and regulations are observed and common sense is used, needless tragedies and injuries will be avoided.

ROBERT WILLIAMS
Minister of Recreation and Conservation

All-terrain Vehicles Act

[Assented to April 2, 1971.]

Interpretation.

1. In this Act, unless the context otherwise requires,

- (a) "all-terrain vehicle" means any type of vehicle propelled by motorized power and capable of travel on or off a highway as defined in the *Highway Act*, and that is designated as an all-terrain vehicle by regulation;
- (b) "dealer" means a person engaged in the business of selling, offering for sale, dealing in, or renting out all-terrain vehicles;
- (c) "enforcement officer" means a conservation officer, peace officer, park officer, forest ranger, or any other person designated by regulation;
- (d) "operator" means a person who uses or operates, or is in actual physical control of, an all-terrain vehicle, and "operate" has a similar meaning;
- (e) "owner" means a person, other than a lien holder, having any property in, or title to, an all-terrain vehicle;
- (f) "director" means the Director of the Fish and Wildlife Branch of the Department of Recreation and Conservation, or any person duly authorized in writing by him;
- (g) "minister" means the Minister of Recreation and Conservation;
- (h) "registration" means registration of an all-terrain vehicle under this Act, and the issue, by the superintendent, of a certificate of registration and identification provided in the regulations, and "register" has a similar meaning;
- (i) "regulations" means the regulations made under this Act; and
- (j) "superintendent" means the Superintendent of Motor-vehicles. 1971, c. 3, s. 1.

Operation prohibited without registration.

2. (1) Except as otherwise provided in this Act, no person shall operate, or authorize or permit any other person to operate, an all-terrain vehicle unless he holds a certificate of registration for that all-terrain vehicle in the form prescribed by the regulations and unless there is displayed upon the machine the identification prescribed by the regulations.

(2) No person under the age of sixteen years shall be entitled to register an all-terrain vehicle, and no person under the age of eighteen years shall be entitled to register an all-terrain vehicle unless he deposits with the superintendent the written consent of his parent or guardian to the registration of the all-terrain vehicle.

(3) Notwithstanding subsection (1), a person may operate an all-terrain vehicle without the registration or identification required under subsection (1) for a period of fourteen days following the date on which

the application for registration and the prescribed fee is mailed to the superintendent, if the operator is in possession of a statutory declaration of the owner, declaring the date the all-terrain vehicle was purchased, and the date that registration thereof was applied for.

(4) Within fourteen days following a transfer of ownership, or destruction, or abandonment, of an all-terrain vehicle, the owner shall deliver to the superintendent written notice thereof in a form prescribed by him, together with the certificate of registration.

(5) This section does not apply to the operation of an all-terrain vehicle by a person

- (a) where the all-terrain vehicle of that person is registered in and displays the identification of another Province or state, and is not in the Province more than thirty days; or
- (b) where the director issues a special permit to the owner of an all-terrain vehicle, whose Province of residence does not require registration, to operate in the Province for a period of time not exceeding thirty days; or
- (c) who is a dealer, who holds a dealer's registration certificate prescribed by the regulations, and who displays upon the all-terrain vehicle the identification prescribed by the regulations. 1971, c. 3, s. 2.

Dealers.

3. (1) No dealer shall engage in the business of renting out all-terrain vehicles for use by others, unless he holds a rental dealer's certificate in the form prescribed by the regulations, and unless there is displayed upon each all-terrain vehicle the identification prescribed by the regulations.

(2) The superintendent shall require, as a condition of registration, that each all-terrain vehicle to be rented out to the public by a dealer be insured by a public liability policy in the amount, in such form, and containing such terms as are prescribed by the regulations. 1971, c. 3, s. 3.

**Operation of
all-terrain
vehicle.**

4. (1) No person shall operate an all-terrain vehicle

- (a) in a careless, reckless, or negligent manner so as to endanger a person or property of another or cause injury or damage thereto; or
- (b) in any tree nursery, or planting, in a manner that may damage or destroy growing stock; or
- (c) on the tracks of an operating railroad; or
- (d) on private property without the consent of the owner, lessee, or occupant thereof; or
- (e) in such a manner as to drive, harass, chase, run over, injure, or kill any wildlife, or domestic animal; or
- (f) in areas, seasons, or periods of time prohibited by the regulations.

(2) Every operator shall, upon request of the owner or occupant of any property on which he is found, stop and identify himself and produce for inspection his certificate of registration; and shall forthwith, upon request, leave that property.

(3) No person, unless he holds a valid and subsisting driver's licence issued under the *Motor-vehicle Act*, shall operate an all-terrain vehicle on or across a highway as defined in the *Highway Act*, or on any portion of the right-of-way of a highway

(a) except as authorized by a permit prescribed by the regulations; or

(b) except as authorized by by-law of a municipality, and unless he complies in all respects with those provisions of the *Motor-vehicle Act* that are made applicable by regulation, and the instructions and directions of an enforcement officer.

(4) The council of a municipality may pass by-laws, not inconsistent with this Act or the regulations, regulating, governing, or prohibiting the operation of all-terrain vehicles within the municipality, or on any highways that are solely under the jurisdiction of the municipality.

(5) The provisions of this section shall be subject to any restrictions and prohibitions that may be prescribed by the *Park Act*, the *Forest Act*, or the *Land Act*, or in any regulations made under those Acts. 1971, c. 3, s. 4.

Equipment.

5. (1) No person shall operate an all-terrain vehicle unless the all-terrain vehicle is equipped as prescribed by the regulations.

(2) Subsection (1) does not apply to organized races or similar competitive events held on private property with the permission of the owner, lessee, or custodian of the property, or on Crown property with the permission of the director. 1971, c. 3, s. 5.

Accident reporting.

6. (1) The operator of an all-terrain vehicle involved in any accident resulting in injuries to, or death of, any person, or damage to property apparently exceeding two hundred dollars, shall, within forty-eight hours after the accident, report the matter in writing in the form prescribed by the regulations to a peace officer at, or near, the place of the accident, or at the nearest police station, who shall mail or deliver the original report to the superintendent within seven days.

(2) Where the operator is, as a result of the accident, physically incapable of making the report required by subsection (1), then any other participant in the accident shall make the report, and, if there is no other participant, and the operator is not the owner, the owner shall, within the period of time prescribed in subsection (1), after learning the facts of such an accident, make the report.

(3) Where an accident occurs arising out of the operation of an all-terrain vehicle involving loss of life, personal injury, or damage to property, the operator shall stop and give his name and address, the name and address of the owner of the all-terrain vehicle, and the registration num-

ber assigned to the all-terrain vehicle to the injured person, or to the person sustaining the damage, or to an enforcement officer.

(4) The owner of an all-terrain vehicle is responsible and liable for any violation of this Act or the regulations.

(5) The owner of an all-terrain vehicle is liable for death or injury to a person, or damage to property resulting from negligence of any person who, with his permission, express or implied, operates the all-terrain vehicle, but he is not, by reason of this subsection, liable for the death or injury to, or damage to the property of, the operator of that all-terrain vehicle caused by the operator's negligence.

(6) Where an operator is living with, and as a member of the family of, the owner, or is employed by the owner, the owner shall be conclusively deemed to have permitted the operator to operate the all-terrain vehicle.

(7) Where loss or damage is sustained by any person by reason of the use or operation of an all-terrain vehicle, the onus of proof that the loss or damage did not arise entirely or solely through the negligence or improper conduct of the operator is upon the owner or operator.

(8) Subsection (7) does not apply in the case of a collision between all-terrain vehicles, or between an all-terrain vehicle and a motor-vehicle as defined in the *Motor-vehicle Act*. 1971, c. 3, s. 6.

Regulations.

7. For the purpose of carrying out the provisions of this Act according to their intent, the Lieutenant-Governor in Council may make such regulations and orders as are ancillary thereto and not inconsistent therewith; and every regulation shall be deemed to be part of this Act and has the force of law; and, without restricting the generality of the foregoing, the Lieutenant-Governor in Council may make regulations and orders

- (a) designating any type of vehicle propelled by motorized power as an all-terrain vehicle, and prescribing a name for such vehicle;
- (b) respecting the operation, or prohibition of the operation, of all-terrain vehicles;
- (c) prescribing the method and manner of identification of registered all-terrain vehicles;
- (d) prescribing rules for driving an all-terrain vehicle upon a highway, across a highway, or a place other than a highway;
- (e) requiring the use or incorporation of any equipment or device in or on an all-terrain vehicle and prescribing the specifications therefor;
- (f) respecting the registration of all-terrain vehicles, including the form and issue of certificates, the renewal, replacement, or transfer thereof, the payment of fees therefor, and prescribing the amount of the fees;
- (g) establishing a public information, and safety education and training programme, including the form and issue of juvenile

- safety certificates under section 4 for operation of all-terrain vehicles;
- (h) respecting the operation of certain all-terrain vehicles in prohibited areas, seasons, or periods of time, and for the conduct of special sporting or competitive events, and operation on a highway, and the issue of permits therefor;
 - (i) prescribing the form, amount, and terms of insurance coverage for designated classes of all-terrain vehicles rented out by dealers;
 - (j) designating certain persons as enforcement officers;
 - (k) respecting the form and manner of reporting accidents under section 6;
 - (l) respecting the form and location of all-terrain vehicle control signs;
 - (m) respecting any other matter necessary or required to carry out the purpose of this Act;
 - (n) exempting certain all-terrain vehicles used in specified areas or for specified purposes from specified provisions of this Act, other than sections 4, 5, and 6; and
 - (o) defining, for the purpose of the regulations, any word or expression used in the Act and not defined herein. 1971, c. 3, s. 7.

Offences and penalties.

8. (1) Every person who contravenes the provisions of this Act or the regulations is guilty of an offence and every day the contravention continues constitutes a separate offence.

(2) A person who is guilty of an offence against this Act or the regulations is liable, on summary conviction, to a fine of not more than five hundred dollars.

(3) Where a person is convicted of an offence against this Act or the regulations, the Justice may, in addition to imposing a fine under subsection (2), order

- (a) that the person pay to the Crown in right of the Province, or to any other person, who suffers damage to real or personal property by reason of the commission of the offence, a sum that, in his opinion, is reasonably required to compensate the Crown or any other person for that damage; and
- (b) that the person forthwith cease and desist from the acts or omissions constituting the offence, or be subject to imprisonment until he complies with the order.

(4) Where a corporation is guilty of an offence against this Act or the regulations, a director or officer of the corporation who knew or ought to have known of the commission of the offence by the corporation is likewise guilty of the offence and liable to the penalties provided in this section, but the liability of the corporation is not affected thereby.

(5) Where a person is convicted for an offence against this Act or the regulations, the Justice may make an order prohibiting that person

from operating any all-terrain vehicle or any class of all-terrain vehicle for such length of time as he considers advisable.

(6) Where a Justice has prohibited a person from operating all-terrain vehicles, that person is guilty of an offence if he subsequently operates an all-terrain vehicle in contravention of any term of the order.

(7) The Justice shall forward a copy of a conviction or of an order made under subsection (5) to the superintendent within fifteen days of the date of the conviction or order. 1971, c. 3, s. 8.

Suspension
by super-
intendent.

9. (1) Upon conviction of

(a) a registered owner of an all-terrain vehicle; or

(b) an operator who was, with the knowledge and consent of the registered owner, operating the all-terrain vehicle with which the offence for which he was convicted was committed

for an offence under this Act, or for any other reasonable cause, the superintendent may, subject to the right of appeal of a registered owner in accordance with the provisions of the *Motor-vehicle Act* respecting appeals from suspension by the superintendent, suspend the certificate of registration and the identification number for that all-terrain vehicle for a period not exceeding three months.

(2) Section 86 of the *Motor-vehicle Act* applies with the necessary changes and so far as is applicable to proceedings under this section.

(3) Upon conviction of a registered owner or operator of an all-terrain vehicle under section 192, 193, 221, 222, 223, 224, 225 (3), or 226 of the *Criminal Code* (Canada), committed by the registered owner or operator while operating an all-terrain vehicle, the certificate of registration and identification number are suspended for a period of six months. 1971, c. 3, s. 9.

Administra-
tion.

10. (1) The superintendent, under the direction of the minister, shall be responsible for the establishment of a system of registration and identification of all-terrain vehicles, including the collection and accounting of fees, and the issue of permits for the purposes designated by the regulations.

(2) The director, under the direction of the minister, shall institute a programme of public information and safety education, including a training programme of juvenile operators.

(3) All fines and fees collected under this Act shall be paid to the Minister of Finance and shall form part of the Consolidated Revenue Fund.

(4) Where an all-terrain vehicle is being operated contrary to the provisions of this Act or the regulations, an enforcement officer may order the all-terrain vehicle to stop and a person who continues to operate the all-terrain vehicle after being ordered to stop by an enforcement officer is guilty of an offence. 1971, c. 3, s. 10.

Commencement 11. (1) This Act, excepting this section, comes into force on a day to be fixed by the Lieutenant-Governor by his Proclamation, and he may make separate Proclamations bringing into force the several provisions of this Act.

(2) This section comes into force on Royal Assent. 1971, c. 3, s. 11.

Printed by K. M. MACDONALD, Printer to the Queen's Most Excellent Majesty
in right of the Province of British Columbia.

1972

NOTE—Sections 1, 2 (2), 4 (1), 4 (4), 4 (5), 7, 8, and 10 effective March 15, 1972. Sections 2 (1), 2 (4), 2 (5), 3 (1), 3 (2), 4 (2), 4 (3), 5, 6, and 9 effective October 1, 1972. Subsection (3) of section 2 has not been proclaimed and therefore is not in effect.

The following pages carry the regulations pertaining to snowmobiles, which to date are the only vehicles which have been defined as all-terrain vehicles (October 1, 1972).

The snowmobile registration date shown in section 6 of *Division 2—Application of the Regulations* has been extended to November 1, 1972.

Owners may register at any licence-issuing office of the Motor-vehicle Branch.

Rental dealers must apply in writing to the Superintendent of Motor-vehicles, Motor-vehicle Inspection Division, Motor-vehicle Branch, Victoria.

ALL-TERRAIN VEHICLES ACT

REGULATION MADE BY ORDER IN COUNCIL 991, APPROVED MARCH 15, 1972,
PURSUANT TO SECTION 7

SNOWMOBILE REGULATIONS

Division 1—Interpretation

1. In these regulations, unless the context otherwise requires,
 - (a) "Act" means the *All-terrain Vehicles Act*;
 - (b) "competition snowmobile" means a snowmobile designed for use, and used exclusively, on competition circuits;
 - (c) "owner's certificate" means a certificate of registration issued to an owner of a snowmobile under section 2 of the Act;
 - (d) "owner's decal" means the method of identification of a snowmobile under section 2 of the Act;
 - (e) "rental dealer's certificate" means a certificate of registration issued to a dealer under section 3 of the Act;
 - (f) "rental dealer's plate" means the method of identification of a rental snowmobile under section 3 of the Act;
 - (g) "rental snowmobile" means a snowmobile rented out by a dealer for use or operation by others, whether or not the snowmobile is owned by the dealer;
 - (h) "snowmobile" means a vehicle weighing not more than 1,000 pounds, designed primarily for travel on snow or ice, having one or more steering skis, and self-propelled by means of an endless belt or belts driven in contact with the ground; and includes a snowmobile conversion vehicle, but does not include a competition snowmobile;
 - (i) "snowmobile conversion vehicle" means a vehicle designed to be capable of conversion to a snowmobile by the repositioning, removal, or addition of parts.

Division 2—Application

2. A snowmobile is an all-terrain vehicle for the purposes of the Act.
3. An owner's certificate shall be carried in the snowmobile in respect of which it was issued at all times while the snowmobile is in use or operation.
4. A duplicate rental dealer's certificate shall be carried in every rental snowmobile while the rental snowmobile is in use or operation.
5. The owner, user, or operator of a snowmobile shall, upon demand, produce the owner's certificate or the duplicate rental dealer's certificate, as the case may be, for inspection by an enforcement officer.
6. These regulations come into force on the 1st day of October 1972.

Division 3—Owner's Registration

7. (1) Except as otherwise provided in the Act or these regulations, every owner of a snowmobile other than a rental snowmobile not licensed under section 4 of the *Motor-vehicle Act* shall, before the snowmobile is used or operated, register it with the Superintendent and obtain an owner's certificate.

(2) Every application for registration and an owner's certificate under subsection (1) shall be in a form satisfactory to the Superintendent, shall be delivered to the Superintendent, a Government Agent, or any person authorized in writing by the Superintendent for that purpose, and shall be accompanied by a fee in the amount of \$5, together with the amount of tax owing in respect of the snowmobile under the *Social Services Tax Act*.

(3) Upon the receipt of the application and upon being satisfied of the truth of the facts stated in it and that the prescribed fees have been paid, the Superintendent shall register the name and address of the owner, and a description of the snowmobile, in a file or index to be kept for that purpose, and shall issue to the owner

(a) a numbered owner's certificate, in a form satisfactory to the Superintendent, showing the registration of the snowmobile and authorizing its use and operation in accordance with the Act; and

(b) two numbered owner's decals, each corresponding with the number of the owner's certificate.

(4) Every owner's decal shall be of such material and design as the Superintendent may determine, and shall remain the property of the Crown.

8. Where an application is made for registration and an owner's certificate in respect of a snowmobile imported into the Province that has been registered, licensed, or certified at a place without the Province, the Superintendent may, as a condition of registration, require the applicant to deliver to the Superintendent the existing registration, licence, or certificate issued without the Province, to be retained by the Superintendent while the snowmobile is being used or operated within the Province.

9. Every snowmobile registered pursuant to section 7 shall have affixed to each side of its cowl, or to another conspicuous place on each side of it, an owner's decal.

10. (1) Every owner and every user or operator of a snowmobile other than a rental snowmobile shall, upon demand, produce the Crown's certificate, in respect of the snowmobile that he owns or is using or operating, for inspection by an enforcement officer.

(2) Where an enforcement officer finds an owner's decal

(a) detached from a snowmobile; or

(b) displayed on a snowmobile other than the one in respect of which it was issued,

he may seize the owner's certificate and hold the same pending the receipt of instructions from the Superintendent as to its disposal.

11. Upon receipt of an application in writing accompanied by such evidence as the Superintendent may require, and upon payment of a fee of \$2, the Superintendent may issue a duplicate or replacement owner's certificate, or owner's decal, or both.

12. (1) Where the title or interest of any person in a snowmobile registered under section 7 is transferred, whether by gift, exchange, barter, or sale, the transferor and the transferee shall forthwith sign a notice of transfer in a form satisfactory to the Superintendent, and the transferee shall, within 10 days from the transfer, deliver to the Superintendent the notice, accompanied by a fee in the amount of \$2 and the amount of tax owing in respect of the snowmobile under the *Social Services Tax Act*.

(2) Where a transfer occurs by operation of law of the title or interest of an owner of a snowmobile registered under section 6, as upon inheritance, bequest, bankruptcy, execution sale, repossession, or foreclosure upon default in performance

of the terms of a lease, chattel mortgage, debenture, or the conditional sale contract, or otherwise than by voluntary act of the person whose title or interest is so transferred, the notice of transfer for the purpose of this section shall be signed by the executor, administrator, receiver, trustee, sheriff, or other representative or successor in interest of the person whose title or interest is so transferred in lieu of that person; and the person who signs the notice of transfer shall deliver to the Superintendent evidence satisfactory to him of the facts entitling that person to sign the notice of transfer.

(3) Every document required to be delivered to the Superintendent under this section may be delivered to him or to a Government Agent or any person authorized in writing by the Superintendent for that purpose, but in every case the person delivering the notice of transfer shall, at the same time, surrender the owner's certificate last issued under section 7 in respect of the snowmobile.

13. (1) Notwithstanding the provisions of section 12, where any person who is registered as the holder of an owner's certificate dies, and where any person applies for a transfer from that owner's certificate, if the applicant proves to the satisfaction of the Superintendent that the total estate left by the deceased does not exceed \$2,000 in value, and if he satisfies the Superintendent, by producing the last will of the deceased, that the person entitled thereunder consents, or, if the deceased died intestate, by showing that all persons entitled to share in the estate on intestacy consent, the Superintendent may accept an application for a transfer from the person and issue a new owner's certificate in his name.

(2) The provisions of subsection (3) of section 12 apply, with the necessary changes and so far as are applicable, to an application under this section.

Division 4—Rental Dealer Registration

14. (1) Except as otherwise provided in the Act or these regulations, every dealer shall, before any rental snowmobile owned by him or in his charge is used or operated, obtain a rental dealer's certificate.

(2) A dealer shall make application for registration and a rental dealer's certificate in a form satisfactory to the Superintendent, and shall state the number of rental snowmobiles owned by him or in his charge, or anticipated to be owned by him or in his charge, and deliver the application to the Superintendent or a Government Agent or any person authorized in writing by the Superintendent for that purpose, accompanied by a fee in the amount of \$25 for the registration.

(3) Upon the receipt of the application and upon being satisfied of the truth of the facts stated in the application and that the prescribed fees have been paid, the Superintendent shall register the name and address of the dealer in a file or index to be kept for that purpose, and shall issue to the dealer a rental dealer's certificate authorizing the use and operation by the dealer of five rental snowmobiles shown on the certificate, together with sufficient duplicate rental dealer's certificates and rental dealer's plates for each rental snowmobile of that number.

(4) Where a rental dealer applies for registration of more than five rental snowmobiles, the Superintendent may, in accordance with this section and upon receipt of a fee of \$5 for each additional rental snowmobile, issue additional rental dealer's certificates, duplicate rental dealer's certificates, and rental dealer's plates.

(5) Every rental dealer's certificate, duplicate rental dealer's certificate, and rental dealer's plate shall expire on the 30th day of September, and shall be of such material and design as the Superintendent may determine, and a rental dealer's plate shall remain the property of the Crown.

15. Every rental snowmobile owned by a dealer or in his charge, while it is being used or operated, shall have affixed to some conspicuous place on it a rental dealer's plate.

16. Upon receipt of an application in writing accompanied by such evidence as the Superintendent may require, and upon payment of a fee of \$2 for each additional rental dealer's plate, the Superintendent may issue an additional rental dealer's certificate and additional duplicate rental dealer's certificates and rental dealer's plates.

17. (1) Every dealer and every user or operator of a rental snowmobile shall, upon demand, produce a duplicate rental dealer's certificate showing the rental snowmobile that he is using or operating, for inspection by any enforcement officer.

(2) An enforcement officer may remove and seize a rental dealer's plate that he finds detached from a rental snowmobile, or displayed on a snowmobile other than a rental snowmobile owned by the dealer or in his charge, and in respect of which the rental dealer's certificate was issued, and may hold the same pending the receipt of instructions from the Superintendent as to its disposal.

18. Before registering a dealer and issuing a rental dealer's certificate, the Superintendent may make such inquiries and require such information as he deems desirable, and shall require proof of liability insurance of a least \$50,000 for the purpose of satisfying liabilities the dealer may incur resulting from bodily injury to or the death of any person, or damage to property occasioned by or arising out of the ownership, operation, or use of a rental snowmobile owned by the dealer or in his charge.

Division 5—Accident Reporting

19. For the purposes of reporting an accident under section 6 of the Act,

- (a) every accident report shall be in a form satisfactory to the Superintendent; and
- (b) where it is inconvenient to report an accident to a peace officer as required by subsection (1) of section 6 of the Act, the accident may be reported to an enforcement officer.

SNOWMOBILERS CODE OF ETHICS

- I will be a good sportsman. I recognize that people judge all snowmobilers by my actions.
- I will use my influence with other snowmobile owners to promote sportsmanlike conduct.
- I will not litter trails or camping areas. I will not pollute streams or lakes.
- I will not damage living trees, shrubs, or other natural features of our beautiful countryside.
- I will respect other people's property and rights.
- I will lend a helping hand when I see someone in distress.
- I will make myself and my vehicle available to assist search and rescue parties.
- I will not interfere with or harass hikers, skiers, snowshoers, ice fishermen, or other winter sportsmen. I will respect their rights to enjoy our recreational facilities.
- I will know and obey all Federal, Provincial, and local regulations concerning the operation of snowmobiles in areas where I use my vehicle. I will inform public officials when using public lands.
- I will not harass wildlife. I will avoid areas posted for the protection or feeding of wildlife.

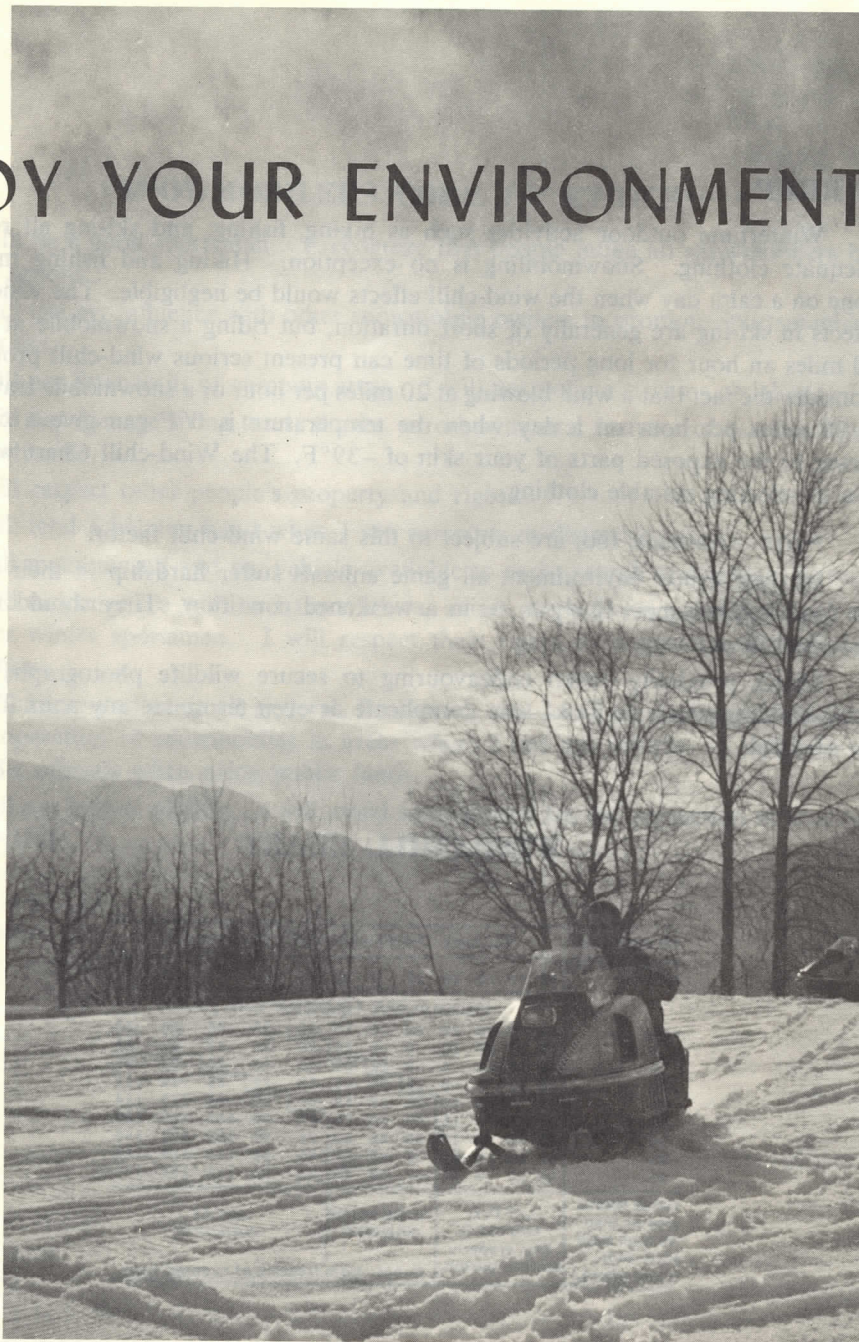
2

Man's proximity—even endeavouring to secure wildlife photographs or to bring children closer to look—can complicate or even terminate any animal's fight for survival.

WIND-CHILL CHART

ESTIMATED WIND SPEED IN MPH	ACTUAL THERMOMETER READING (°F.)												
	50	40	30	20	10	0	-10	-20	-30	-40	-50	-60	
	EQUIVALENT TEMPERATURE (°F.)												
calm	50	40	30	20	10	0	-10	-20	-30	-40	-50	-60	
5	48	37	27	16	6	-5	-15	-26	-36	-47	-57	-68	
10	40	28	16	4	-9	-21	-33	-46	-58	-70	-83	-95	
15	36	22	9	-5	-18	-36	-45	-58	-72	-85	-99	-112	
20	32	18	4	-10	-25	-39	-53	-67	-82	-96	-110	-124	
25	30	16	0	-15	-29	-44	-59	-74	-88	-104	-118	-133	
30	28	13	-2	-18	-33	-48	-63	-79	-94	-109	-125	-140	
35	27	11	-4	-20	-35	-49	-67	-82	-98	-113	-129	-145	
40	26	10	-6	-21	-37	-53	-69	-85	-100	-116	-132	-148	
(wind speeds greater than 40 mph have little addi- tional effect.)	LITTLE DANGER (for properly clothed person)				INCREASING DANGER				GREAT DANGER				
									Danger from freezing of exposed flesh				

PROTECT and ENJOY YOUR ENVIRONMENT



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

Department of Recreation and Conservation

HON. ROBERT WILLIAMS
Minister

LLOYD BROOKS
Deputy Minister

ALL-TERRAIN VEHICLES ACT

REGULATION MADE BY ORDER IN COUNCIL 991, APPROVED MARCH 15, 1972,
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 - (d) "owner's decal" means the method of identification of a snowmobile under section 2 of the Act;
 - (e) "rental dealer's certificate" means a certificate of registration issued to a dealer under section 3 of the Act;
 - (f) "rental dealer's plate" means the method of identification of a rental snowmobile under section 3 of the Act;
 - (g) "rental snowmobile" means a snowmobile rented out by a dealer for use or operation by others, whether or not the snowmobile is owned by the dealer;
 - (h) "snowmobile" means a vehicle weighing not more than 1,000 pounds, designed primarily for travel on snow or ice, having one or more steering skis, and self-propelled by means of an endless belt or belts driven in contact with the ground; and includes a snowmobile conversion vehicle, but does not include a competition snowmobile;
 - (i) "snowmobile conversion vehicle" means a vehicle designed to be capable of conversion to a snowmobile by the repositioning, removal, or addition of parts.

Division 2—Application

2. A snowmobile is an all-terrain vehicle for the purposes of the Act.
3. An owner's certificate shall be carried in the snowmobile in respect of which it was issued at all times while the snowmobile is in use or operation.
4. A duplicate rental dealer's certificate shall be carried in every rental snowmobile while the rental snowmobile is in use or operation.
5. The owner, user, or operator of a snowmobile shall, upon demand, produce the owner's certificate or the duplicate rental dealer's certificate, as the case may be, for inspection by an enforcement officer.
6. These regulations come into force on the 1st day of October 1972.

Division 3—Owner's Registration

7. (1) Except as otherwise provided in the Act or these regulations, every owner of a snowmobile other than a rental snowmobile not licensed under section 4 of the *Motor-vehicle Act* shall, before the snowmobile is used or operated, register it with the Superintendent and obtain an owner's certificate.

(2) Every application for registration and an owner's certificate under subsection (1) shall be in a form satisfactory to the Superintendent, shall be delivered to the Superintendent, a Government Agent, or any person authorized in writing by the Superintendent for that purpose, and shall be accompanied by a fee in the amount of \$5, together with the amount of tax owing in respect of the snowmobile under the *Social Services Tax Act*.

(3) Upon the receipt of the application and upon being satisfied of the truth of the facts stated in it and that the prescribed fees have been paid, the Superintendent shall register the name and address of the owner, and a description of the snowmobile, in a file or index to be kept for that purpose, and shall issue to the owner

- (a) a numbered owner's certificate, in a form satisfactory to the Superintendent, showing the registration of the snowmobile and authorizing its use and operation in accordance with the Act; and
- (b) two numbered owner's decals, each corresponding with the number of the owner's certificate.

(4) Every owner's decal shall be of such material and design as the Superintendent may determine, and shall remain the property of the Crown.

8. Where an application is made for registration and an owner's certificate in respect of a snowmobile imported into the Province that has been registered, licensed, or certified at a place without the Province, the Superintendent may, as a condition of registration, require the applicant to deliver to the Superintendent the existing registration, licence, or certificate issued without the Province, to be retained by the Superintendent while the snowmobile is being used or operated within the Province.

9. Every snowmobile registered pursuant to section 7 shall have affixed to each side of its cowl, or to another conspicuous place on each side of it, an owner's decal.

10. (1) Every owner and every user or operator of a snowmobile other than a rental snowmobile shall, upon demand, produce the Crown's certificate, in respect of the snowmobile that he owns or is using or operating, for inspection by an enforcement officer.

(2) Where an enforcement officer finds an owner's decal

- (a) detached from a snowmobile; or
- (b) displayed on a snowmobile other than the one in respect of which it was issued,

he may seize the owner's certificate and hold the same pending the receipt of instructions from the Superintendent as to its disposal.

11. Upon receipt of an application in writing accompanied by such evidence as the Superintendent may require, and upon payment of a fee of \$2, the Superintendent may issue a duplicate or replacement owner's certificate, or owner's decal, or both.

12. (1) Where the title or interest of any person in a snowmobile registered under section 7 is transferred, whether by gift, exchange, barter, or sale, the transferor and the transferee shall forthwith sign a notice of transfer in a form satisfactory to the Superintendent, and the transferee shall, within 10 days from the transfer, deliver to the Superintendent the notice, accompanied by a fee in the amount of \$2 and the amount of tax owing in respect of the snowmobile under the *Social Services Tax Act*.

(2) Where a transfer occurs by operation of law of the title or interest of an owner of a snowmobile registered under section 6, as upon inheritance, bequest, bankruptcy, execution sale, repossession, or foreclosure upon default in performance

of the terms of a lease, chattel mortgage, debenture, or the conditional sale contract, or otherwise than by voluntary act of the person whose title or interest is so transferred, the notice of transfer for the purpose of this section shall be signed by the executor, administrator, receiver, trustee, sheriff, or other representative or successor in interest of the person whose title or interest is so transferred in lieu of that person; and the person who signs the notice of transfer shall deliver to the Superintendent evidence satisfactory to him of the facts entitling that person to sign the notice of transfer.

(3) Every document required to be delivered to the Superintendent under this section may be delivered to him or to a Government Agent or any person authorized in writing by the Superintendent for that purpose, but in every case the person delivering the notice of transfer shall, at the same time, surrender the owner's certificate last issued under section 7 in respect of the snowmobile.

13. (1) Notwithstanding the provisions of section 12, where any person who is registered as the holder of an owner's certificate dies, and where any person applies for a transfer from that owner's certificate, if the applicant proves to the satisfaction of the Superintendent that the total estate left by the deceased does not exceed \$2,000 in value, and if he satisfies the Superintendent, by producing the last will of the deceased, that the person entitled thereunder consents, or, if the deceased died intestate, by showing that all persons entitled to share in the estate on intestacy consent, the Superintendent may accept an application for a transfer from the person and issue a new owner's certificate in his name.

(2) The provisions of subsection (3) of section 12 apply, with the necessary changes and so far as are applicable, to an application under this section.

Division 4—Rental Dealer Registration

14. (1) Except as otherwise provided in the Act or these regulations, every dealer shall, before any rental snowmobile owned by him or in his charge is used or operated, obtain a rental dealer's certificate.

(2) A dealer shall make application for registration and a rental dealer's certificate in a form satisfactory to the Superintendent, and shall state the number of rental snowmobiles owned by him or in his charge, or anticipated to be owned by him or in his charge, and deliver the application to the Superintendent or a Government Agent or any person authorized in writing by the Superintendent for that purpose, accompanied by a fee in the amount of \$25 for the registration.

(3) Upon the receipt of the application and upon being satisfied of the truth of the facts stated in the application and that the prescribed fees have been paid, the Superintendent shall register the name and address of the dealer in a file or index to be kept for that purpose, and shall issue to the dealer a rental dealer's certificate authorizing the use and operation by the dealer of five rental snowmobiles shown on the certificate, together with sufficient duplicate rental dealer's certificates and rental dealer's plates for each rental snowmobile of that number.

(4) Where a rental dealer applies for registration of more than five rental snowmobiles, the Superintendent may, in accordance with this section and upon receipt of a fee of \$5 for each additional rental snowmobile, issue additional rental dealer's certificates, duplicate rental dealer's certificates, and rental dealer's plates.

(5) Every rental dealer's certificate, duplicate rental dealer's certificate, and rental dealer's plate shall expire on the 30th day of September, and shall be of such material and design as the Superintendent may determine, and a rental dealer's plate shall remain the property of the Crown.

15. Every rental snowmobile owned by a dealer or in his charge, while it is being used or operated, shall have affixed to some conspicuous place on it a rental dealer's plate.

16. Upon receipt of an application in writing accompanied by such evidence as the Superintendent may require, and upon payment of a fee of \$2 for each additional rental dealer's plate, the Superintendent may issue an additional rental dealer's certificate and additional duplicate rental dealer's certificates and rental dealer's plates.

17. (1) Every dealer and every user or operator of a rental snowmobile shall, upon demand, produce a duplicate rental dealer's certificate showing the rental snowmobile that he is using or operating, for inspection by any enforcement officer.

(2) An enforcement officer may remove and seize a rental dealer's plate that he finds detached from a rental snowmobile, or displayed on a snowmobile other than a rental snowmobile owned by the dealer or in his charge, and in respect of which the rental dealer's certificate was issued, and may hold the same pending the receipt of instructions from the Superintendent as to its disposal.

18. Before registering a dealer and issuing a rental dealer's certificate, the Superintendent may make such inquiries and require such information as he deems desirable, and shall require proof of liability insurance of a least \$50,000 for the purpose of satisfying liabilities the dealer may incur resulting from bodily injury to or the death of any person, or damage to property occasioned by or arising out of the ownership, operation, or use of a rental snowmobile owned by the dealer or in his charge.

Division 5—Accident Reporting

19. For the purposes of reporting an accident under section 6 of the Act,
- (a) every accident report shall be in a form satisfactory to the Superintendent; and
 - (b) where it is inconvenient to report an accident to a peace officer as required by subsection (1) of section 6 of the Act, the accident may be reported to an enforcement officer.

WIND - CHILL CHART

FIG. 4

EST. WIND SPEED KM. PER HR.	THERMOMETER READING (°C)											
	10	5	0	-6	-12	-18	-23	-29	-35	-40	-46	
	EQUIVALENT TEMP. (°C)											
calm	10	5	0	-6	-12	-18	-23	-29	-35	-40	-46	
8	9	3	-3	-9	-14	-21	-26	-32	-38	-44	-50	
17	5	2	-9	-15	-23	-30	-36	-43	-50	-57	-64	
25	2	-2	-13	-20	-28	-38	-43	-50	-58	-65	-73	
33	0	-6	-15	-23	-32	-40	-47	-55	-63	-74	-79	
42	-1	-9	-18	-26	-34	-42	-50	-59	-67	-76	-83	
50	-2	-10	-19	-28	-36	-45	-53	-62	-70	-78	-87	
58	-3	-11	-20	-29	-37	-46	-55	-64	-72	-80	-89	
67	-4	-12	-21	-30	-38	-47	-56	-65	-73	-82	-91	
	LITTLE DANGER					INCREASING DANGER			GREAT DANGER			

(wind speeds greater than 65 km.ph have little additional effect)