

**DRAFT NORMS AND STANDARDS FOR THE MANAGEMENT AND RECREATIONAL  
USE OF OFF-ROAD ROUTES AND RECREATIONAL USE AREAS IN INLAND  
SENSITIVE AREAS IN THE REPUBLIC OF SOUTH AFRICA**

**TABLE OF CONTENTS**

**CHAPTER 1**

**INTERPRETATION, PURPOSE AND APPLICATION**

1. Definitions
2. Purpose and application
3. Guiding Principles

**CHAPTER 2**

**ROUTE AND RECREATIONAL USE AREA MANAGEMENT**

4. Restricted activities
5. Process to be followed for the registration of routes and recreational use areas in inland sensitive areas
6. Process to be followed for the temporary registration of a route or recreational use area to be used for a special event in an inland sensitive area
7. Management plans
8. Auditing of routes and recreational use areas
9. Registration of route auditors
10. Access control requirements
11. Off-road route safety

**CHAPTER 3**

**ENVIRONMENTAL MANAGEMENT**

12. Erosion management
13. Watercourse protection
14. Natural and cultural resource protection
15. Monitoring and maintenance

## **CHAPTER 4**

### **ORV OPERATOR SPECIFICATIONS**

16. Competency requirement to access sensitive areas
17. ORV operator behaviour
18. Off-road guide competency requirement to access sensitive areas
19. Off-road guide behaviour

## **CHAPTER 5**

### **CO-REGULATORY BOARD**

20. Establishment and specification of the regulatory function of the Co-regulatory Board

## **CHAPTER 6**

### **ENFORCEMENT**

**Enforcement provisions will be included but the exact nature of these is yet to be determined.**

21. Enforcement duties
22. Offenses
23. Penalties

## **CHAPTER 7**

### **MISCELLANEOUS MATTERS**

24. Transitional provisions

## **ANNEXURES**

Annexure I: Management Plans

Annexure II: Environmental Audit Template

Annexure III: Norms/Standards/Guidelines for Environmental Audit Criteria

**CHAPTER 1**  
**INTERPRETATION, PURPOSE AND APPLICATION**

**Definitions**

1. (1) In this Schedule, unless context indicates otherwise, a word or expression defined in the National Environmental Management Act has the same meaning, and –

**“applicable legislation”** includes but is not limited to –

- (a) the National Environmental Management Act, Act No. 107 of 1998;
- (b) the National Environmental Management: Biodiversity Act, Act No. 10 of 2004;
- (c) the National Environmental Management: Protected Areas Act, Act No. 57 of 2003;
- (d) the National Environmental Management: Integrated Coastal Management Act, Act No. 24 of 2008;
- (e) the National Water Act, Act No. 36 of 1998;
- (f) the Care of Agricultural Resources Act, Act No. 43 of 1983;
- (g) the National Forests Act, Act No. 30 of 1998;
- (h) the National Heritage Resources Act, Act No. 25 of 1999;
- (i) the World Heritage Convention Act, Act No. 49 of 1999;
- (j) the National Qualification Framework Act, Act No 67 of 2008;
- (k) the Skills Development Act, Act No 97 of 1998;
- (l) the Tourism Second Amendment Act, Act No 70 of 2000;
- (m) the National Road Traffic Act, Act 93 Of 1996;
- (n) any regulations drafted in terms of applicable legislation; and
- (o) any relevant provincial legislation;

**“Basic Assessment Report”** means a report contemplated in section 22 of the Environmental Impact Assessment Regulations GN. No. R. 543 in terms of the National Environmental Management Act, Act No. 107 of 1998;

**“carrying capacity”** is the physical ability of a route or recreational use area to withstand use, or the rate at which a route incurs wear that eventually results in the need for maintenance;

**“Co-regulatory Board”** means the administrative body established under Chapter 6 of these norms and standards;

**“cut-and-fill”** is a method of road construction in which a travel surface is built by cutting into the hillside and spreading the spoil materials in adjacent low spots and as compacted fill slope material along the route;

**“EMP”** means the draft Environmental Management Programme for the route required by Section 24 N of the National Environmental Management Act and regulation 22 (2) (l) and 33 of the Environmental Impact Assessment Regulations;

**“inland”** all areas within the territory of South Africa, excluding coastal public property as defined in terms of the National Environmental Management: Integrated Coastal Management Act , Act No. 24 of 2008;

**“motorcycle”** means a self-propelled vehicle which has two wheels;

**“National Environmental Management Act”** means the National Environmental Management Act, Act No. 107 of 1998;

**“norms and standards”** means these norms and standards published in terms of section 24(10) of the National Environmental Management Act;

**“off-road guide”** means a person who—

- (a) is registered as a guide in terms of the Tourism Second Amendment Act, Act No 70 of 2000; and
- (b) has completed the necessary training to supervise a convoy of ORV operators.

**“ORV”** means a motor driven off-road vehicle and includes, but is not limited to, two wheel drive or 4 wheel drive motor vehicles, quadbikes, side-by-sides and motorcycles;

**“ORV operator”** means the person in control of, driving or riding an off-road vehicle;

**“ORV specification”** means the characteristics of an ORV;

**“protected area”** means a protected area referred to in section 9 of the Protected Areas Act;

**“Protected Areas Act”** means the National Environmental Management: Protected Areas Act, Act No. 57 of 2003;

**“quadbike”** means a vehicle which has four wheels and which is designed to be driven by the controls usually fitted to a motorcycle;

**“recreational use”** in relation to a vehicle includes driving or operating that vehicle for the purpose of leisure and includes the guiding of recreational users;

**“recreational use area”** means an area designated for the recreational use of ORVs comprising unvegetated aeolian sands and rock surfaces, where, due to the nature of the terrain, a route cannot be constructed or demarcated;

**“rehabilitation”** means, upon closure of the route or any portion thereof, the restoration of land to the contours, the plant communities, and the plant covers comparable to those on surrounding lands or at least those which existed prior to ORV use;

**“route”** any road, route, track or trail, on private or public property, accessed for recreational use, excluding –

- (a) public roads in terms of the National Road Traffic Act, Act No. 93 of 1996; and
- (b) a road, route, track or trail within a Protected Area, except those roads, routes, tracks or trails specified as 4x4 trails, 4x4 routes or 4x4 tracks or restricted to the use of ORVs by the Protected Area management authority;

**“route operator”** person or persons responsible for the management of a route or recreational use area;

**“SAQA”** South African Qualifications Authority established in terms of the National Qualification Framework Act, Act No 67 of 2008;

**“sensitive area”** means those areas listed in terms of Listing Notice 3: List of Activities and competent authorities identified in terms of section 24(2) and 24D (GN. No. R. 546) where a Basic Assessment is required in the application for an Environmental Authorisation for activities listed in regulation 11 and 22;

**“sensitive environmental attributes”** are aspects of the environment which are sensitive to the use of off-road vehicles. These include steep slopes, natural hydrological features, unstable soils and vegetation;

**“SETA”** means the Sector Education and Training Authority as established in terms of the Skills Development Act, Act No 97 of 1998;

**“special event”** a group activity, involving ten or more ORV operators, for the recreational use of an existing route or area comprising unvegetated aeolian sands and rock surfaces, not normally accessed for recreational use, for a period not exceeding five days;

**“tread width”** is the width of the travelled portion of the route;

**“tread surface”** is the physical condition of the tread and equates to traction;

**“sideslope”** is the slope of the ground perpendicular to the direction of the route.

### **Purpose and application**

2. (1) The purpose is to set national norms and standards to ensure that -
  - (a) ORV operators and off-road guides access and use routes and recreational use areas in inland sensitive areas in a way that –
    - (i) minimises disruption to the environment;
    - (ii) does not result in damage to or modification of the route or recreational use area; and
    - (iii) does not pose a threat to human safety;
  - (b) routes and recreational use areas in inland sensitive areas are managed and maintained in a way that –
    - (i) prevents adverse impacts to the environment, or, as a last resort, reduces or mitigates those impacts;
    - (ii) maximises socio-economic benefits, including those of local communities;
    - (iii) promotes the growth of sustainable off-road tourism; and
    - (iv) furthers environmental education; and
  - (c) ORV operators, off-road guides, routes and recreational use areas in inland sensitive areas are regulated in a way that is uniform across the Republic.
- (2) The provisions of these norms and standards are applicable to the recreational use of ORVs and the management and maintenance of recreational use areas and routes, used for recreational purposes, in inland sensitive areas of the Republic of South Africa.

### Guiding Principles

3. (1) Any person or group of persons executing a function, exercising a power or carrying out an activity in terms of these norms and standards must do so with regard to the applicable legislation and the principles listed in these norms and standards.
- (2) All landowners and route operators accept that –
- (a) landowners have a responsibility to ensure that reasonable measures are taken to prevent significant environmental degradation from occurring, continuing or recurring on their property;
  - (b) landowners are responsible for the maintenance of any route or recreational use area on their property in the long term;
  - (c) a well-operated and maintained route or recreational use area will have reduced adverse impacts on the environment, and will be environmentally acceptable as well as cost effective in the long term;
  - (d) degradation of a route reduces the potential use of the route, and leads to a less enjoyable and attractive recreational off-road experience;
  - (e) regular monitoring of the route and surrounding environment is necessary to identify areas where there are potentially significant impacts to the environment and thus require some level of maintenance;
  - (f) controlling erosion, ensuring adequate drainage, and keeping users on a defined route are central to maintaining sustainable routes; and
  - (g) routes should be maintained so as to be consistent with the original route plan and design.
- (3) All landowners, route operators and ORV operators accept that –
- (a) routes and recreational use areas in sensitive areas must be managed and used in such a way that adverse environmental impacts are avoided, minimised or controlled, and that reasonable measures are taken to prevent significant degradation of the environment from occurring, continuing, or recurring through recreational use of a route or recreational use area; and
  - (b) the absence of clear or definitive data regarding environmental impacts associated with the use of a route or recreational use area in a sensitive area

shall not be used as a reason to postpone cost-effective measures to prevent or reduce environmental degradation.

- (4) ORV operators and off-road guides accept that –
- (a) they have a responsibility to ensure that their activities do not lead to significant degradation of the environment as a result of their use of a route or recreational use area;
  - (b) the rules and regulations defined by a landowner or a route operator for a route or recreational use area are for the purposes of safety and the protection of the route or recreational use area and the environment, and must be abided by at all times while accessing and using the route or recreational use area;
  - (c) ORV operators must know and understand the limits of their ORV; and
  - (d) ORV operators need to be advised of the potential impacts that the use of an ORV can have on a sensitive environment and the risks this can pose to their health and safety, and require training in specific techniques that can minimise the potential impacts thereof.
- (5) Off-road guides accept that –
- (a) they are responsible for ensuring that the activities of ORV operators under their supervision do not lead to significant degradation of the environment as a result of their use of a route or recreational use area.

## CHAPTER 2

### ROUTE AND RECREATIONAL USE AREA MANAGEMENT

#### Restricted activities

4. (1) No person may use an ORV in an inland sensitive area for recreational purposes unless –
- (a) that use is –
    - (i) on a route registered in terms of Provision 5 or 6; or
    - (ii) in a recreational use area registered in terms of Provision 5 or 6; and

- (b) that person –
  - (i) possesses a valid user registration certificate in terms of Provision 16; or
  - (ii) is under the supervision of a off-road guide with a valid guide registration certificate in terms of Provision 18.

**Process to be followed for the registration of routes and recreational use areas in inland sensitive areas**

- 5. (1) An application for a registration certificate for a route or recreational use area must -
  - (a) be made on an official registration form obtainable from the Co-regulatory Board; and
  - (b) be accompanied by –
    - (i) a management plan prepared in accordance with Provision 7 and the template provided in Annexure I;
    - (ii) a certified copy of the Environmental Authorisation issued by the Department, if applicable;
    - (iii) an environmental audit report prepared in accordance with Provision 8 and the template provided in Annexure II and Annexure III; and
    - (iv) the registration fee in accordance with Provision 20(3).
  
- (2) A registration certificate for a route or recreational use area shall be valid for a period not exceeding 3 years.
  
- (3) The renewal of a registration certificate for a route or recreational use area must -
  - (a) be made on an official registration renewal form obtainable from the Co-regulatory Board; and
  - (b) be accompanied by -
    - (i) a copy of the existing registration certificate;
    - (ii) an environmental audit report prepared in accordance with Provision 8 and the template provided in Annexure II and Annexure III; and
    - (iii) the registration fee in accordance with Provision 20(3).

- (4) The Co-regulatory Board must issue a decision to the applicant within 90 days of receiving an application for a registration certificate or registration certificate renewal.

**Process to be followed for the registration of a route or recreational use area to be used for a special event in an inland sensitive area**

6. (1) An application for a special event registration certificate for route or recreational use area to be used for the purposes of a special event in an inland sensitive area must -
  - (a) be made on an official registration form obtainable from the Co-regulatory Board; and
  - (b) be accompanied by –
    - (i) an environmental audit report prepared in accordance with Provision 8 and the template provided in Annexure II and Annexure III; and
    - (ii) the special event registration fee in accordance with Provision 20(3).
- (2) A special event registration certificate shall be valid for a period not exceeding 30 days.
- (3) A special event registration certificate may be renewed no more than three times within a two year period.
- (4) The Co-regulatory Board must issue a decision to the route operator within 30 days of receiving an application for a special event registration certificate.

**Management plans**

7. (1) The landowner or route operator of a route or recreational use area in a sensitive area must prepare a management plan for the route or recreational use area.
- (2) A management plan must –
  - (a) comply with the requirements in Annexure I;
  - (b) take into consideration the principles contained in Provision 3; and
  - (c) be consistent with -
    - (i) the EMP for the route, if applicable;

- (ii) the applicable national and provincial legislation; and
- (iii) the applicable municipal by-laws.

#### **Auditing of routes and recreational use areas**

8. (1) An environmental audit report must be completed by a registered off-road auditor.
- (2) The off-road auditor must consult with neighbouring landowners and consider and submit any objections or comments made by neighbours regarding the operation of the route or recreational use area.
- (3) The environmental audit report must comply with the requirements in Annexure II.

#### **Registration of route auditors**

9. An application for registration as an off-road auditor must be submitted to the Co-regulatory Board by a person experienced in the assessment of environmental impacts caused by the use of ORVs in inland sensitive areas.

#### **Access control requirements**

10. (1) ORV access must be controlled at all entry points to a route or recreational use area with a gate, fence and/or boom.
- (2) A landowner or route operator must –
- (a) ensure that ORV operators using the route or recreational use area comply with the requirements as set out in Provision 4 (1)(b);
  - (b) ensure that the ORVs used on the route or in the recreational use area meet the minimum ORV specifications required to complete the route or access the recreational use area;
  - (c) ensure the carrying capacity, as specified in the management plan for the route or recreational use area, is not exceeded;
  - (d) maintain a log book which records as a minimum -

- (i) the names of all ORV operators and off-road guides that have used the route or recreational use area;
  - (ii) the make, model and specifications of the ORV used by each ORV operator and off-road guide;
  - (iii) the date on which each ORV operator and off-road guide accessed the route or recreational use area;
  - (iv) the registration certificate number of each ORV operator and off-road guide making use of the route or recreational use area; and
  - (iv) signatures of the route operator or nominated representative and the ORV operator;
- (e) report contraventions of Provision 17(1),(2),(3) or (4) by an ORV operator or off-road guide to the Co-regulatory Board where –
- (i) there is sufficient evidence of such contravention; and
  - (ii) the contravention was not in an emergency situation or required to safeguard human life or health.

### **Off-road route safety**

- 11.** (1) Route specific rules and regulations must be determined for the route or recreational use area by the route operator, and must include as a minimum –
- (a) a maximum speed limit; and
  - (b) minimum ORV specifications required to complete the route or access the recreational use area.
- (2) Alternative routes must be provided as appropriate to enable ORV operators to bypass sections of a route for which the ORV specifications required to complete that section of the route exceed the minimum ORV specifications stipulated for the remainder of the route.
- (3) A landowner or route operator must –
- (a) provide ORV operators, on entrance to a route or recreational use area, with the following documentation –
    - (i) a map of the route or recreational use area;

- (ii) a list of rules and regulations specific to the route or recreational use area;
  - (iii) procedures to be followed in case of emergency;
  - (iv) criteria for responsible driving and environmental ethics; and
  - (v) where appropriate, information on cultural or natural points of interest along the route or in the recreational use area.
- (b) place directional signs, which clearly indicate the direction of travel, at key points along a route; and
  - (c) place signs at the intersection of any two routes indicating the minimum ORV specifications required to successfully negotiate each route.

### **CHAPTER 3**

#### **ENVIRONMENTAL MANAGEMENT**

##### **Erosion management**

- 12.** (1) A landowner or route operator of a route in a sensitive area must take the appropriate measures to –
- (a) stabilize the surface of the route where this may be required to minimise or mitigate erosion of the route surface;
  - (b) ensure appropriate drainage of the surface of the route; and
  - (c) prevent widening of the route through careless or negligent driver behaviour.

##### **Watercourse protection**

- 13.** (1) A landowner or route operator of a route in a sensitive area must take appropriate measures to –
- (a) prevent a significant amount of sediment from a route from entering a watercourse;
  - (b) stabilize watercourse banks adjacent to a route; and
  - (c) reinforce the bed of the route where it passes through a watercourse to minimise risks of erosion at this point.

### **Natural and cultural resource protection**

- 14.** (1) A landowner or route operator of a route or recreational use area in a sensitive area must take appropriate measures to –
- (a) ensure adequate protection of threatened or endangered fauna and flora and habitats in the environment surrounding the route or recreational use area in accordance with the applicable legislation;
  - (b) ensure adequate protection of sites of cultural and historical importance in the environment surrounding the route or recreational use area in accordance with the applicable legislation; and
  - (c) control the spread of alien and invasive vegetation in accordance with the applicable legislation.

### **Monitoring and maintenance**

- 15.** (1) Inspection sheets must be completed by a route operator as set out in the management plan for the route or recreational use area;
- (2) A route must be maintained in a state that is consistent with the planned design standard, except where the route design requires alteration to mitigate significant unforeseen negative environmental impacts;
- (3) Route or recreational use area maintenance procedures should include as appropriate -
- (a) maintenance of the route surface;
  - (b) maintenance of slope stabilization structures;
  - (c) cleaning and repair of drainage structures;
  - (d) cleaning and repair of watercourse crossing structures;
  - (e) repair or replacement of signage along the route or recreational use area;
  - (f) route or recreational use area closure; and
  - (g) rehabilitation of closed routes or recreational use areas.

## CHAPTER 4

### ORV OPERATOR SPECIFICATIONS

#### Competency requirement to access sensitive areas

16. (1) An application for an ORV operator registration certificate must -
- (a) be made on an official registration form obtainable from the Co-regulatory Board; and
  - (b) be accompanied by –
    - (i) a certified copy of the existing ORV operator Competency Certificate, issued by a SETA accredited Training provider, following successful completion of the SAQA Registered Unit Standard 254135: Apply the techniques for operating four wheel drive (4WD) vehicles, in on-road and off-road conditions; and
    - (ii) the ORV operator registration fee in accordance with Provision 20(3).
- (2) The ORV operator registration certificate shall be valid for a period not exceeding five years.
- (3) The renewal of an ORV operator registration certificate must -
- (a) be made on an official ORV operator registration renewal form obtainable from the Co-regulatory Board; and
  - (b) be accompanied by -
    - (i) a certified copy of the existing ORV operator registration certificate; and
    - (ii) a certified copy of the existing ORV operator Competency Certificate, issued by a SETA accredited Training provider, for the successful completion of the SAQA Registered Unit Standard 254135: Apply the techniques for operating four wheel drive (4WD) vehicles, in on-road and off-road conditions; and
    - (iii) the ORV operator registration fee in accordance with Provision 20(3).
- (4) The Co-regulatory Board must issue a decision to the ORV operator within 90 days of receiving an application for an ORV operator registration or ORV operator registration renewal.

- (5) The Co-regulatory Board may cancel or suspend an ORV operator registration certificate –
- (a) where that ORV operator has contravened Provision 17(1), (2), (3) or (4) as applicable;
  - (b) where reasonable evidence of the contravention has been provided to the Co-regulatory Board; and
  - (c) if the contravention was not in an emergency situation in order to safeguard human life or health.

### **ORV operator behaviour**

- 17.** (1) When operating an ORV in an inland sensitive area ORV operators must -
- (a) ensure that the specifications of the ORV comply with or exceed the minimum ORV specifications, as stipulated by the route operator in respect of that required to complete the route or any section of the route or access the recreational use area;
  - (b) comply with the rules and regulations stipulated by the route operator;
  - (c) stay on the demarcated route or within the demarcated recreational use area;
  - (d) not exceed the limits of the tread width on a route;
  - (e) not enter an obstacle until the preceding ORV has cleared it;
  - (f) cross watercourses only at designated watercourse crossings;
  - (g) not remove and/or disturb any natural fauna and flora;
  - (h) take out all waste matter and not burn and/or bury any such matter;
  - (i) use driving techniques aimed at minimising impact to the environment;
  - (j) ensure that the ORV used is mechanically sound and clean to minimise environmental impacts;
  - (k) only make fires in designated areas;
  - (l) extinguish any fires that are not in use; and
  - (m) not operate an ORV while under the influence of intoxicating liquor or drug having a narcotic effect, or with excessive amount of alcohol in blood or breath as specified by the National Road Traffic Act, Act 93 Of 1996.

- (2) When operating a two wheel drive or four wheel drive motor vehicle, excluding quadbikes and side-by-sides, in an inland sensitive area ORV operators must -
- (a) wear safety belts at all times except during water crossings;
  - (b) be in possession of a license to drive a motor vehicle terms of the National Road Traffic Act, Act 93 Of 1996;
  - (c) ensure that the ORV operated is registered and licensed in terms of the National Road Traffic Act, Act 93 Of 1996; and
  - (d) ensure that a road worthy certificate has been issued in terms of the National Road Traffic Act, Act 93 Of 1996 for the ORV operated;
- (3) When operating a quadbike in an inland sensitive area ORV operators may only enter a route with a -
- (a) 4-stroke quadbike;
  - (b) quadbike fitted with the –
    - (i) standard exhaust; and
    - (ii) standard muffler.
- (4) When operating a motorcycle in an inland sensitive area ORV operators may only enter a route with a -
- (a) 4-stroke motorcycle;
  - (b) motorcycle fitted with the –
    - (i) standard exhaust; and
    - (ii) standard muffler.
- (5) When operating an ORV in an inland sensitive area ORV operators should -
- (a) have the minimum recovery equipment as is specified by the route operator;
  - (b) not practice driving techniques in areas not designated for that purpose;
  - (c) repack rocks and/or surface material where these have been displaced from the route surface through their activities;
  - (d) plan the course to be followed allowing for sufficient time to complete the route;
  - (e) be courteous to other route users and route operators;

- (f) avoid wheel spin where possible;
- (g) maintain safe following distances; and
- (h) ensure that the convoy of ORV operators have at least the following basic safety equipment in the convoy:
  - (i) a medical aid kit;
  - (ii) one litre of water per person per day for emergency use;
  - (iii) a fire extinguisher;
  - (iv) a tow rope;
  - (v) basic tools;
  - (vi) tyre repair kit; and
  - (vii) a two way radio or cellular telephone.

**Off-road guide competency requirement to access sensitive areas**

- 18.** (1) No person may act as an off-road guide unless they are in possession of an off-road guide registration certificate issued by the co-regulatory board.
- (2) An application for an off-road guide registration certificate must -
- (a) be made on an official off-road guide registration form obtainable from the Co-regulatory Board; and
  - (b) be accompanied by –
    - (i) a certified copy of an Off-road Guide Certificate, issued by a SETA accredited Training provider, for the successful completion of the SAQA Registered Unit Standards for off-road guiding; and
    - (ii) the off-road guide registration fee in terms of with Provision 20(3).
- (3) Off-road guide registration certificates shall be valid for a period not exceeding 3 years.
- (4) The renewal of an off-road guide registration certificate must -
- (a) be made on an official off-road guide registration renewal form obtainable from the Co-regulatory Board; and
  - (b) be accompanied by -

- (i) a certified copy of the existing guide registration certificate;
  - (ii) a certified copy of the Off-road Guide Certificate, issued by a SETA accredited Training provider, for the successful completion of the SAQA Registered Unit Standards for off-road guiding;
  - (iii) a certified copy of the off-road guides' log book; and
  - (iv) the off-road guide registration fee in terms of with Provision 20(3).
- (5) The Co-regulatory Board must issue a decision to the applicant within 30 days of receiving an application for an off-road guide registration or application for an off-road guide registration renewal.
- (6) The Co-regulatory Board may cancel or suspend an off-road guide registration certificate –
- (a) where that off-road guide has contravened Provision 17(1), (2), (3), (4) or 19(1) as applicable; or
  - (b) where an ORV operator, under the supervision of that off-road guide, has contravened Provision 17(1), (2), (3) or (4) as applicable;
  - (c) where reasonable evidence of the contravention has been provided to the Co-regulatory Board; and
  - (d) where the contravention was not in an emergency situation in order to safeguard human life or health.

### **Off-road guide behaviour**

- 19.** (1) A maximum of ten ORV operators without ORV operator registration certificates may be guided by an off-road guide on a route or recreational use area in an inland sensitive area.
- (2) Off-road guides must -
- (a) maintain an off-road guide log book containing as a minimum –
    - (i) the name of each route or recreational use area accessed with a group of ORV operators;

- (ii) the name of the route operator;
  - (iii) the date on which the route or recreational use area was accessed;
  - (iv) the names and contact details of all ORV operators guided; and
  - (i) signatures of the route operator or nominated representative and of the ORV operators.
- (b) comply with Provision 17 (1), (2), (3) and (4) where applicable; and
  - (c) ensure that the ORV operators under their supervision comply with Provision 17 where applicable.
- (3) Off-road guides should comply with Provision 17 (5).

## **CHAPTER 5**

### **CO-REGULATORY BOARD**

#### **Establishment and specification of the regulatory function of the Co-regulatory Board**

- 20.** (1) A Co-regulatory Board comprising of off-road industry representatives and representatives of the national and provincial departments dealing with environmental affairs is to be established in terms of these norms and standards
- (2) The function of the Co-regulatory Board is to administer and regulate the –
- (a) registration and auditing of routes and recreational use areas;
  - (b) registration of routes and recreational use areas for special events;
  - (c) registration of ORV operators;
  - (d) registration of off-road guides; and
  - (e) registration of route auditors.
- (3) The Co-regulatory Board may determine fees to be paid for the –
- (a) registration and auditing of routes and recreational use areas;
  - (b) registration of routes and recreational use areas for special events;
  - (c) registration of ORV operators;
  - (d) registration of off-road guides; and
  - (e) registration of route auditors.

- (4) The Co-regulatory Board must maintain a central database of –
- (a) registered routes and recreational use areas;
  - (b) registered routes and recreational use areas for special events;
  - (c) registered ORV operators;
  - (d) registered off-road guides; and
  - (e) registered route auditors.

## **CHAPTER 6**

### **ENFORCEMENT**

**Enforcement provisions will be included but the exact nature of these is yet to be determined.**

#### **Enforcement duties**

- 21.** See below

Compliance and enforcement of the National Environmental Management Act and Specific Environmental Management Acts is undertaken by Environmental Management Inspectors (officials within national, provincial and local government). To what extent the industry can assist with fulfilling this role will be investigated.

#### **Offences**

- 22.** Contravention of Provision 4 of the norms and standards will be regarded as an offense.

#### **Penalties**

- 23.** See below

Penalty provisions in NEMA are set at a maximum of R5 million or 5 years imprisonment, and R10 million or 10 years imprisonment. Further insight into the potential harm to the environment caused by route operators and ORV operators may be required to guide this.

**CHAPTER 7**  
**MISCELLANEOUS MATTERS**

**Transitional provisions**

- 24.** (1) Routes and recreational use areas in inland sensitive areas may continue to be accessed for the purpose of recreational use without a route registration certificate for a period of three years after the promulgation of these norms and standards.
- (2) ORV operators may access routes and recreational use areas in inland sensitive areas for the purpose of recreational use without an ORV operator registration certificate for a period of three years after the promulgation of these norms and standards.
- (3) Off-road guides may guide ORV operators in inland sensitive areas for the purpose of recreational use without an Off-road guides registration certificate for a period of three years after the promulgation of these norms and standards provided that the off-road guide –
- (a) has successfully completed a Trails and Overland (Adventure) Tourist Guide course and has been registered by the Department; or
  - (b) is a registered Nature Guide in terms of the Tourism Second Amendment Act and has successfully completed –
    - (i) Unit Standard 254135: Apply the techniques for operating four wheel drive (4WD) vehicles, in on-road and off-road conditions; and
    - (ii) Unit Standard 254154: Apply advanced techniques for operating four wheel drive (4WD) vehicles, in on-road and off-road conditions.

**ANNEXURE I**  
**MANAGEMENT PLANS**

**A management plan for a route or recreational use area used by ORVs for recreational purposes shall contain at least the following information:**

**SECTION A. GENERAL INFORMATION**

**1 General**

- 1.1. Names of landowner and route operator of the route or recreational use area.
- 1.2. Postal address, telephone and fax numbers of the landowner and route operator of the route or recreational use area.
- 1.3. Erf number(s) of the property on which the route or recreational use area is located.
- 1.4. Description of the land uses and activities on all neighbouring properties.
- 1.5. Name, contact details and qualifications of the person who compiled the plan.
- 1.6. Maps:
  - 1.6.1. Map of route (1:10 000 scale at least).
  - 1.6.2. Topographic map of property (1:50 000 scale at least).

**2. Ecological**

- 2.1. General climatic and hydrological data.
- 2.2. Description of the geology of the area.
- 2.3. Description of the soil types on the property.
- 2.4. Detailed description of the vegetation types on the property and their distribution.
- 2.5. Detailed description of threatened species on the property and their distribution.
- 2.6. Description of disturbed or degraded areas, such as the presence of alien invasive species or erosion, on the property.
- 2.7. Description of all water bodies and wetlands.
- 2.8. Maps:
  - 2.8.1. Vegetation map (1:10 000 scale at least).
  - 2.8.2. Soil map (1:10 000 scale at least).

## **SECTION B. MANAGEMENT GOALS AND OBJECTIVES**

### **3. Objectives**

- 3.1. Purpose of the route or recreational use area from the perspective of the landowner.
- 3.2. Purpose of the route or recreational use area from the perspective of the ORV operator.
- 3.3. The carrying capacity of the route or recreational use area at different times of the year and under different weather conditions, taking into consideration soil type, grade, season of use, and precipitation.

### **4. Financial management**

- 4.1. Business plan.
  - 4.1.1. Administrative costs, management costs and maintenance costs of the route or recreational use area.
  - 4.1.2. Financial viability of the route or recreational use area.

## **SECTION C. ENVIRONMENTAL MANAGEMENT**

### **5. Erosion prevention and control**

- 5.1. Measures to stabilize the surface of the route as necessary.
- 5.2. Measures to stabilize steep and very steep slopes.
- 5.3. Measures to ensure appropriate drainage of the surface of the route.
- 5.4. Measures to prevent widening of a route.

### **6. Watercourse protection**

- 6.1. Measures to prevent sediment from entering a watercourse.
- 6.2. Measures to stabilize watercourse banks in the vicinity of a watercourse crossing.
- 6.3. Measures to stabilize surface of a route at the point of a watercourse crossing.

### **7. Natural and cultural resource protection**

- 7.1. Measures for protection of threatened or endangered fauna and flora and habitats.
- 7.2. Measures for protection of sites of cultural and historical importance.
- 7.3. Measures for control of alien invasive vegetation.

## **8. Impact prevention, reduction or control**

- 8.1. A description and map of any sensitive environmental attributes which may be impacted through the use of the route or recreational use area;
- 8.2. Information on any management or mitigation measures required to mitigate impacts arising from the use of a route or recreational use area, including those specified in the EMP for the route, that must be implemented to address the environmental impacts identified in the Basic Assessment Report, in respect of –
  - 8.2.1.operation of a route;
  - 8.2.2.rehabilitation of the environment; and
  - 8.2.3.closure, where relevant.

## **9. Route and recreational use area monitoring and maintenance programmes**

- 9.1. An inspection sheet that lists all areas and attributes on the route or in the recreational use area to be assessed during routine inspections owing to their sensitivity to impacts from vehicular activity.
- 9.2. A monitoring schedule for the route or recreational use area as may be specified in the EMP as required in terms of Section 24 N of the National Environmental Management Act and regulation 22 (2) (l) and 33 of the Environmental Impact Assessment Regulations for the route.
- 9.3. Closure thresholds for the route or recreational use area.

## ANNEXURE II

### TEMPLATE FOR ENVIRONMENTAL AUDITS

These forms should be completed by a qualified off-road route assessor registered with the co-regulatory board in terms of the Draft Norms and Standards for the Management and Recreational Use of Off-road Vehicles, Routes and Recreational Use Areas in Sensitive Inland Areas in the Republic of South Africa whenever an ORV route is audited. Completed forms should be submitted to the co-regulatory board along with other relevant documentation. Guidelines for completing this form are included as Annex III of the main document.

SECTION A: GENERAL INFORMATION	
1. Name of the route or recreational use area	
2. Name of landowner	
3. Postal address, telephone number and fax number of land owner	
4. Route operator name	
5. Postal address, telephone number and fax number of route operator	
6. Issuing authority for Environmental Authorisation for the route (if applicable)	
7. Date of the Environmental Authorisation for the route (if applicable)	
8. Name and registration number of auditor	
9. Qualifications of auditor	
10. Date of audit	

**SECTION B: GENERAL MANAGEMENT**

<b>CRITERIA</b>	<b>COMPLIANCE WITH NORM/ STANDARD/ GUIDELINE <sup>1</sup></b>	<b>REASON FOR NON-COMPLIANCE/ PARTIAL COMPLIANCE</b>	<b>RECOMMENDATION</b>
11. Access control			
12. Log book – must be maintained by the route operator			
13. Documentation – must be provided to ORV operators on entry to the route or recreational use area			
14. Signage – must be erected for the purposes of safety, to reduce user conflict, to protect the environment, and to educate users			

---

<sup>1</sup> Insert Compliant/Non-compliant as appropriate

**SECTION C: EROSION MANAGEMENT**

<b>CRITERIA</b>	<b>COMPLIANCE WITH NORM/ STANDARD/ GUIDELINE</b>	<b>REASON FOR NON-COMPLIANCE</b>	<b>RECOMMENDATION</b>
15. Route surface stabilization – Measures must be taken to stabilize and protect the surface of a route, and prevent erosion and or the loss of soil and other material from the route surface			
16. Slope stability – measures must be implemented as indicated in the ROD to stabilize the slope and minimize sediment run-off on the route			
17. Drainage control – measures must be taken to ensure appropriate drainage of the surface of the route and to maintain the natural drainage pattern as far as possible.			
18. Track width –track widening and erosion of the adjacent environment must be prevented by ensuring that users stay on the route.			

**SECTION D: WATERCOURSE MANAGEMENT**

<b>CRITERIA</b>	<b>COMPLIANCE WITH NORM/ STANDARD/ GUIDELINE</b>	<b>REASON FOR NON-COMPLIANCE</b>	<b>RECOMMENDATION</b>
19. The route must be aligned at a sufficient distance from a water course except at points where the route is required to cross a water course.			

<b>CRITERIA</b>	<b>COMPLIANCE WITH NORM/ STANDARD/ GUIDELINE</b>	<b>REASON FOR NON-COMPLIANCE</b>	<b>RECOMMENDATION</b>
20. Watercourse crossings – must be minimized and, where these are necessary, must be designed to prevent significant amounts of sediment from entering a watercourse.			
21. Bank protection – measures must be implemented to ensure bank stability in the vicinity of watercourse crossings			

**SECTION E: NATURAL AND CULTURAL RESOURCE MANAGEMENT**

<b>CRITERIA</b>	<b>COMPLIANCE WITH NORM/ STANDARD/ GUIDELINE</b>	<b>REASON FOR NON-COMPLIANCE</b>	<b>RECOMMENDATION</b>
22. Adequate protection must be provided to threatened or endangered fauna and flora and habitats			
23. Adequate protection must be provided to sites of cultural and historical heritage			
24. Alien vegetation – should be controlled to avoid invasion along a route or in a recreational use area			

**SECTION F: ROUTE MONITORING AND MAINTENANCE**

<b>CRITERIA</b>	<b>COMPLIANCE WITH NORM/ STANDARD/ GUIDELINE</b>	<b>REASON FOR NON-COMPLIANCE</b>	<b>RECOMMENDATION</b>

CRITERIA	COMPLIANCE WITH NORM/ STANDARD/ GUIDELINE	REASON FOR NON-COMPLIANCE	RECOMMENDATION
25. Inspection sheets – must be completed on a regular basis			
26. Route – must be consistent with the planned design standard			
27. Route surface – must be maintained so to prevent soil loss and ensure adequate drainage.			
28. Slope stabilization – the erosion reduction measures implemented must be maintained.			
29. Drainage structures – must be cleaned and repaired			
30. Watercourse crossing structures – must be cleared of debris			
31. Signage – must be maintained in a legible state			
32. Pruning of vegetation			
33. Closure of a route or recreational use area – must be implemented in accordance with thresholds set in the EMP			
34. Rehabilitation – must be implemented following the closure of a route or recreational use area.			
<b>ENVIRONMENTAL AUTHORIZATION SPECIFIC CONDITIONS</b>			
Any conditions in the Environmental Authorization that are additional to the above should be listed and checked here.			

### ANNEXURE III

#### NORMS/STANDARDS/GUIDELINES FOR ENVIRONMENTAL AUDIT CRITERIA

These guideline have been prepared to assist assessors of off-road routes and recreational use areas in completing Annexure II: Template for Environmental Audits published as Annex II of the Draft Norms and Standards for the Management and Recreational Use of Off-road Vehicles, Routes and Recreational Use Areas in Sensitive Inland Areas in the Republic of South Africa.

CRITERIA	NORM/STANDARD/GUIDELINE
<b>SECTION B: GENERAL MANAGEMENT</b>	
<b>11-34 COMPLIANCE WITH NORM/ STANDARD/ GUIDELINE</b>	Indicate whether the route or recreational use area under assessment is compliant or non-compliant with the Norms and Standards and indicate the reason for this and provide recommendations as to how this should be addressed
<b>11. Access control</b>	Access by off-road vehicles at all entry points to the route or recreational use area must be controlled with a gate, fence or boom.
<b>12. Log book</b> – must be maintained by the route operator	<p>A log book must contain at least the following information pertaining to all users of the route or recreational use area:</p> <ul style="list-style-type: none"> <li>• Name of all ORV operators that have accessed the route or recreational use area to date</li> <li>• Type of off-road vehicle (make, model, year) used by each ORV operator</li> <li>• Date the route or recreational use area was accessed by the ORV operator</li> <li>• Registration certificate number of the ORV operator</li> <li>• Signature of both the route or recreational use area operator (or nominated representative) and ORV operator</li> <li>• Date and times for route or recreational use area inspections as well as name of person undertaking the inspection and notes on the condition of the route or recreational use area at the time of the inspection</li> </ul> <p>The carrying capacity of the route or recreational use area must not be exceeded            No vehicles with a specification lower than that for which the route or recreational use area was designed must be allowed access to the route or recreational use area            Any seasonal use restrictions specified must be implemented</p>

CRITERIA	NORM/STANDARD/GUIDELINE
<p>13. <b>Documentation</b> – must be provided to ORV operators on entry to the route or recreational use area</p>	<p>The documentation must include at least:</p> <ul style="list-style-type: none"> <li>• Map of the route or recreational use area indicating <ul style="list-style-type: none"> <li>○ any hazards on the route or in the recreational use area (e.g. steep inclines, steep drop-offs, sharp corners, soft sand, water courses)</li> <li>○ points of interest on the route or in the recreational use area</li> <li>○ ORV specifications required for all sections of the route or recreational use area</li> <li>○ Direction of travel where this is unidirectional</li> <li>○ Escape routes which can be used to bypass difficult sections on a route</li> </ul> </li> <li>• Rules and regulations for the route or recreational use area</li> <li>• Procedures to be followed in case of emergency</li> <li>• Responsible driving practices and environmental ethics</li> </ul>
<p>14. <b>Signage</b> – must be erected for the purposes of safety, to reduce user conflict, to protect the environment, and to educate users</p>	<ul style="list-style-type: none"> <li>• Information boards should be placed at the beginning of the route or entrance to the recreational use area and at strategic points on the route or in the recreational use area as appropriate, and should contain the following: <ul style="list-style-type: none"> <li>○ Map of route or recreational use area indicating <ul style="list-style-type: none"> <li>▪ any hazards on the route or in the area (e.g. steep inclines, steep drop-offs, sharp corners, soft sand, water courses)</li> <li>▪ points of interest on the route or recreational use area</li> <li>▪ ORV specifications required for all sections of the route or recreational use area</li> <li>▪ Escape routes which can be used to bypass difficult sections on a route</li> </ul> </li> <li>○ Minimum vehicle requirements for safely navigating the route or recreational use area</li> <li>○ Emergency contact information</li> <li>○ Rules and regulations: speed limit, types of vehicles permitted, seasonally closed areas.</li> </ul> </li> <li>• Directional signs, which clearly indicate the direction of travel, must be placed at key locations along a route, particularly where the route is difficult to follow.</li> <li>• Warning signs should be positioned well in advance of a hazard or a technically challenging section.</li> <li>• Vehicle specification and difficulty signs must be clear at the intersection of routes where ORV operators can make a decision regarding which route to follow before entering a technically challenging section.</li> <li>• Educational signs detailing natural or cultural points of interest should be placed where applicable and appropriate along the route or in the recreational use area.</li> </ul>

<b>SECTION C: EROSION MANAGEMENT</b>	
<p>15. <b>Route surface stabilization</b> – Measures must be taken to stabilize and protect the surface of a route, and prevent erosion and or the loss of soil and other material from the route surface</p>	<ul style="list-style-type: none"> <li>• Tread and fill materials should be properly compacted.</li> <li>• Vegetation and a middle mannetjie should be retained as far as possible.</li> <li>• Vegetation should be established in highly erodable or disturbed areas or where permanent vegetative cover is necessary to stabilize the soil.</li> <li>• Large stable rocks should be retained as they are good for tread stabilisation.</li> <li>• Cut and fill slopes should be revegetated with indigenous vegetation and must not be left barren and exposed to erosion.</li> <li>• Cuts should not encounter groundwater or zones of weak material.</li> <li>• Any retaining structures constructed should be placed on good foundation materials such as bedrock or firm soils.</li> <li>• Erosion control measures must be installed in any areas that are prone to erosion.</li> <li>• The outslope should be a subtle slope to minimize erosion potential.</li> </ul>
<p>16. <b>Slope stability</b> – measures must be implemented as indicated in the ROD to stabilize the slope and minimize sediment run-off</p>	<ul style="list-style-type: none"> <li>• Route surface stabilization measures should be implemented on steep slopes where necessary to prevent erosion. These measures may include packed rock or gabions in mountainous areas.</li> <li>• Sediment barriers should be installed across the base of a slope where there is any risk of sediment entering a watercourse</li> <li>• An area of undisturbed soil and vegetation should be maintained between the bottom of a slope and a watercourse to allow surface run-off to deposit sediment before it reaches the water.</li> </ul>
<p>17. <b>Drainage control</b> – measures must be taken to ensure appropriate drainage of the surface of the route and to maintain the natural drainage pattern as far as possible.</p>	<ul style="list-style-type: none"> <li>• A cross drain/drainage structure should be constructed wherever a route crosses a natural drainage feature.</li> <li>• The location of drainage structures should be aligned with natural features in the land surface.</li> <li>• The following cross drain techniques should be used to divert water off a route where appropriate: <ul style="list-style-type: none"> <li>○ rolling-out-slopes - where the amount of water is relatively low</li> <li>○ water bars - on low use routes <ul style="list-style-type: none"> <li>▪ install at 30° to 45° angle across the route surface.</li> <li>▪ must be twice as wide as they are high and shaped to allow vehicles to pass over easily;</li> </ul> </li> <li>○ rolling dips - on low-volume, low speed routes with moderate grades.</li> <li>○ culverts or swales - on gentle to moderate grades where there are small or intermittent flows affecting the route, and in conjunction with armored ditches to resist erosion.</li> </ul> </li> <li>• Energy must be dissipated at drainage outlets or areas of concentrated flow, using for example rocks, to prevent erosion.</li> <li>• Spill areas should be located in areas stabilized by vegetation or with rocky soils with low</li> </ul>

	<p>erosion potential.</p> <ul style="list-style-type: none"> <li>• Debris must not be allowed to gather along the route edge as this will create a berm and impede drainage.</li> </ul>
<p><b>18. Track width</b> –track widening and erosion of the adjacent environment must be prevented by ensuring that users stay on a route.</p>	<ul style="list-style-type: none"> <li>• The track width should not exceed 1 m for motorbike tracks, 1.5 m for quadbike tracks, and 2.5 m for 2x4 and 4x4 vehicles.</li> <li>• Signs, educational materials or barriers should be used to ensure that ORV operators stay on the route.</li> </ul> <p>Wider sections should be provided at intervals on two way routes to facilitate safe passing.</p>

SECTION D: WATERCOURSE MANAGEMENT	
<p>19. Route must be aligned at a sufficient <b>distance from a water course except at points where the route is required to cross a water course.</b></p>	<ul style="list-style-type: none"> <li>• Routes should be aligned outside of the riparian zone or at a sufficient distance from any watercourse so that erosion related sediments from the route are not delivered to the watercourse.</li> <li>• The buffering along the river or drainage line must be sufficient to maintain natural processes along the watercourse corridor and allow terrestrial species to move within.</li> <li>• The route must not be aligned below the 1:50 year floodline.</li> </ul>
<p>20. <b>Watercourse crossings</b> – must be minimized and, where these are necessary, must be designed to prevent significant amounts of sediment from entering a watercourse.</p>	<ul style="list-style-type: none"> <li>• Where it is necessary to cross a watercourse the crossing must be as close to a right angle to the watercourse as possible.</li> <li>• Routes must be reinforced at the point where they cross a water course.</li> <li>• A crossing must not be established at a river confluence.</li> <li>• Watercourses should be crossed as infrequently as possible.</li> <li>• Watercourse crossings should be located where the stream channel is straight, stable and not changing shape.</li> <li>• The grade of a route approaching a watercourse should be gentle.</li> <li>• Structures instream must allow for the free passage of water.</li> <li>• Disturbed material in the channel and floodplain must be removed and protected following construction.</li> </ul>
<p>21. <b>Bank protection</b> – measures must be implemented to ensure bank stability in the vicinity of watercourse crossings</p>	<p>Ensure that any crossing structures provide adequate protection of the banks.</p>

SECTION E: NATURAL AND CULTURAL RESOURCE MANAGEMENT	
22. Adequate protection must be provided to <b>threatened or endangered fauna and flora and habitats</b>	<ul style="list-style-type: none"> <li>• Signs, educational materials and barriers should be used as appropriate to prevent disturbance of these features by ORV operators and passengers on a route or in a recreational use area.</li> <li>• Areas where there are known species, populations or communities of special interest should be avoided or demarcated as no-go areas.</li> <li>• If access to such features is provided, it should be a side route (ending in a dead-end) as opposed to a through-route to minimize traffic.</li> <li>• Mitigation measures recommended by specialists in the Basic Assessment and ROD must be implemented.</li> </ul>
23. Adequate protection must be provided to sites of <b>cultural and historical heritage</b>	<ul style="list-style-type: none"> <li>• Signs, educational materials and barriers should be used as appropriate to prevent disturbance of these features by ORV operators and passengers on a route or in a recreational use area.</li> <li>• If access is provided it should be a side route (ending in a dead-end) as opposed to a through-route to minimize traffic.</li> <li>• Mitigation measures recommended by specialists in the Basic Assessment and ROD must be implemented.</li> </ul>
24. <b>Alien vegetation</b> – should be controlled to avoid invasion along a route	Appropriate alien vegetation control should be implemented to reduce or eliminate the spread of alien vegetation areas along and adjacent to the route or in a recreational use area.

SECTION F: ROUTE MONITORING AND MAINTENANCE	
25. <b>Inspection sheets</b> – must be completed on a regular basis	The location and nature of any problems or issues pertaining to a route or in a recreational use area and the actions required to repair the damage should be captured on standard monitoring sheets. This will aid in setting priorities for maintenance. Monitoring should be conducted routinely as required by the Environmental Authorisation, and/or as specified in the route or in a recreational use area management plan and after major storm events.
26. <b>Routes and recreational use areas</b> – must be consistent with the planned design standard	The Route and recreational use area planning documents, Basic Assessment report and ROD should be consulted.
27. <b>Route surface</b> – must be maintained so to prevent soil loss and ensure adequate drainage.	<ul style="list-style-type: none"> <li>• Maintain a distinct inslope, outslope or crown shape to move water rapidly off the surface.</li> <li>• Ruts and potholes should be filled with gravel or compacted fill as frequently as possible.</li> <li>• Prevent the loss of soil by maintaining a hard driving surface in graded sections.</li> <li>• Replace the surface material when necessary.</li> </ul>
28. <b>Slope stabilization</b> – any erosion reduction measures implemented must be maintained.	<ul style="list-style-type: none"> <li>• Replace or repair rock armour, concrete, or vegetation used to protect the slope, prevent scour or dissipate energy.</li> </ul>

29. <b>Drainage structures</b> – must be cleaned and repaired	<ul style="list-style-type: none"> <li>• Debris must be removed from the entrance of drainage structure to prevent blockages.</li> <li>• Drainage structures should be reshaped where necessary to ensure adequate flow.</li> </ul>
30. <b>Watercourse crossing structures</b> – must be cleared of debris	<ul style="list-style-type: none"> <li>• Debris must be removed from instream structures to allow for the free passage of water</li> </ul>
31. <b>Signage</b> – must be maintained in a legible state	<ul style="list-style-type: none"> <li>• Signs may need to be replaced as a result of vandalism, illegible lettering, or incorrect or incomplete information.</li> </ul>
32. <b>Pruning of vegetation</b>	<ul style="list-style-type: none"> <li>• Vegetation should be pruned where necessary for visibility and safety.</li> </ul>
33. <b>Closure of a route or recreational use area</b> – must be implemented in accordance with thresholds set in the EMP	<p>A route or a section of a route should be closed if:</p> <ul style="list-style-type: none"> <li>• rutted or degraded sections of the route are bypassed by users;</li> <li>• the route is consistently wet despite being appropriately sloped, shaped and drained;</li> <li>• there is evidence of persistent erosion problems on a steep grade;</li> <li>• the route is in a wetland area that cannot drain properly;</li> <li>• the route completely encircles a wetland;</li> <li>• the use of the route is resulting in unacceptable degradation to the surrounding environment;</li> </ul> <p>or</p> <ul style="list-style-type: none"> <li>• the route design is leading to user conflicts.</li> </ul> <p>A recreational use area should be closed if</p> <ul style="list-style-type: none"> <li>• the use of the area is resulting in unacceptable degradation to the surrounding environment</li> </ul>
34. <b>Rehabilitation</b> – must be implemented following the closure of a route or recreational use area.	<p>Natural drainage patterns should be restored as far as possible; soil should be restored to its natural state using the appropriate soil treatment; and exposed soil should be revegetated by planting vegetation or seeding as appropriate.</p>

<b>ENVIRONMENTAL AUTHORIZATION CONDITIONS</b>
Any additional conditions in the Environmental Authorization should be listed and checked here.