



PRESS  
CONFERENCE  
FPNA AND 16  
PROTECTED AREAS



## **Managing Nature Conservation and High Impact Motorized Traffic**

### **Fundacion Parke Nacional Arikok (FPNA) Role**

- An independent authority in terms of nature conservation and sustainability, a voice for Aruba's collective nature consciousness: possessing the legal right to introduce policies to safeguard our nature conservation objectives and congruent with our duty to protect and conserve nature.

### **Nature Conservation Challenges**

- A significant negative impact on nature ( pollution, erosion, road kill, and road widening )
- A significant habitat degradation of Natural Pool "Conchi" (indicator algae, low coral abundance, trampling, and flippers).
- Noise disturbance impacts the presence and behavior of fauna. (roosting , nesting, and foraging sites)
- **Fundacion Parke Nacional Arikok (FPNA) further referred as FPNA**

## **ARUBA OFFROAD FOUNDATION.** (after this referred as A.O.F. )

Represents more than 20 companies and are we welcoming the initiative of FPNA of looking into solutions for a lower motorized impact for the National park area and the Natural Pool area and we would like to cooperate in fair conditions and been taken into consideration for such.

On the other hand, rules presented by FPNA about managing the nature conservation and high Impact motorized traffic we feel discriminated or misjudged. Many tour operators and local community totally disagree with explanations and statements given why certain vehicle have lower impact and others have bigger impact, on the nature these statements were made on conclusion of FNPA headquarters.

AOF is inviting FNPA for a constructive discussion to find solutions for the environmental challenges.

AOF encourages FPNA to:

- Per Immediate suspending of all discriminatory and unfair rules stated by FNPA.
- No discriminatory policies for tour operators , rentals and local community.
- Equal conditions for all motorized vehicles

## **What AOF sees as discriminatory and controversial from FNPA statement:**

### **Phase 1 – Immediate Regulatory Policy ( 1 )**

- Curtailments of new registration of motorized tour operators :
- A halt of new registrations of motorized tour operators to operate in protected areas managed by FNPA.
- This is a discriminative clausal which give advantage for already registered tour operators . As well after meeting with all members of the AOF it is not clear who is registered in FNPA or not , because there is no membership or contract signed between tour operators, rentals companies and FPNA.
- This is an unfair business practice and discriminatory to new or existing not registered operators and rentals. And will create competitive conditions in between all operators.

## **Phase 1 – Immediate Regulatory Policy**

Ban of all motorized vehicles:

- With the exceptions of:
- SUV's, Pick-Up, Van, and compact cars individually and as part of guided tour.
- UTV are temporary permitted into the protected areas as part of a guided visit.
- ATV's, motorcycles, buggies, trikes and other types of motorized high – impact vehicles are expressly banned from all nature protection areas under FPNA's management.

**This is the most confusing part from all statement.**

- Ban of all motorized vehicles. So regular cars ,a SUV , a pick-Up ,are not motorized vehicles they are categorized like low impact vehicles with low footprint impact and ATVs and motorcycles or as similar vehicles with less cubic centimeters, smaller tires , and lightweight like high impact vehicles

**WAIT WHAT?????**

# OK Lets go step by step

- How does FPNA decide what is a high impact and a low impact vehicle and for which category will this vehicle fall under?
- All UTV's which can carry a rental plate are registered as a normal regular car. With same rules and conditions like all other cars in Aruba. They have to pass a DTI inspection and pay the same import duties, tax , number plates, registrations fees like all other cars.
- All UTV's have to pass strict emissions and decibel controls and protocols which allows them be legally registered in all European countries like street legal.
- Emissions pollutions of UTV's are with 800 cc gas fuel engines can be 5 times lower than a big jeep or truck with a 3500 cc or higher engine.

# Examples:



**DEPARTAMENTO DI IMPUESTO**  
Carretera 1, Chiriquíllo, Aruba  
Tel: 869-471-1100, fax: 869-471-1101, info@impuesto.ee, www.impuesto.ee

**REGISTRATIE**  
motorrijtuig  
motorrijtuigbelasting

**DUPICAAT**

Datum: 20 maart 2019  
Laatste belastingmaand: maart 2019  
Personennummer: [REDACTED]  
Medewerker: KSALOMON

Gedacht heer/mevrouw,  
Hierbij ontvangt u een overzicht van de registratie van uw motorrijtuig voor de motorrijtuigbelasting. U kunt de motorrijtuigbelasting en de bijhorende kosten (nummerplaat) tekenen per jaar of per halfjaar betalen.

Motorrijtuig	Motorrijtuigbelasting en kosten
Registriernummer: Plaatsnummer: Voertuig-ID: Merkt: Model: Bouwjaar: Motornummer: Kleur: Type: Bestuurderskent: <td>Belasting per jaar: 250,00 Nummerplaat: 12.00 Controlesticker: 0,00 Controleprijs: 8,00 Total per jaar: 270,00</td>	Belasting per jaar: 250,00 Nummerplaat: 12.00 Controlesticker: 0,00 Controleprijs: 8,00 Total per jaar: 270,00

Departamento di Impuesto  
20 MAR 2019  
R.G. Salomon  
Financiële Zaken

Als u de motorrijtuigbelasting per halfjaar gaat betalen, dan is uw betalingschema als volgt:

Kwartsel	Uitstijgende betaaldatum	Motorrijtuigbelasting	Kosten	Tot te betalen
1e Kwartsel	31 januari	62,50	12,00	74,50
2e Kwartsel	31 januari	62,50	0,00	62,50
3e Kwartsel	30 juni	62,50	0,00	62,50
4e Kwartsel	30 juni	62,50	8,00	70,50

N.B. u moet gedurende meestal van de nummerplaat, moet u deze onmiddellijk inleveren. U kunt dan onnodige betaling van de motorrijtuigbelasting voorkomen.  
Het is heel belangrijk dat u deze brief zorgvuldig bewaart.  
De Inspecteur

Bankrekeningnummer:  
Account Name: FGBC Royal Bank Aruba 30.71.006 • Banco di Città 868.292.01 • CMG Bank Aruba 1000.168

**NAGICO INSURANCES**

**ACCIDENT 191**

**POLICY SCHEDULE - VEHICLE**

**POLICY HOLDER**

Name: [REDACTED]  
Address: [REDACTED]

**VEHICLE**

Registration No.: 2018-CF-MOTO-ZFORCE  
Model: ZFORCE  
Sex: 2  
Color: [REDACTED]  
Engine No.: [REDACTED]  
VIN No.: [REDACTED]  
Authorized Drivers: THE INSURED

**COVERAGE**

Valid From: November 29, 2019  
Valid Until: November 29, 2020  
Type: Rental  
Coverage: THIRD PARTY  
Deductible Third Party: AFL.270.00

**PREMIUM INFORMATION**

Premium	AFL.	325,00
Minus NCD		0,00
Passenger Liability		0,00
Net Premium	AFL.	325,00
Policy Fee		45,00
Total Premium	AFL.	370,00

**LIMITS**

Limit of Liability: AFL. 150,000,00

**LIMITS OF LIABILITY**

Limit of the Company's liability under Section 11.5 (liability) in respect of any one claim or series of claims arising out of one event:

**ADDITIONAL INFORMATION**

Agent: NAGICO ARUBA BRANCH  
Assignee: NONE  
Applicable Coverage: Sections A, B & F, Clauses 27.1 to 27.8, Warranties 28.1 to 28.5  
Claim Reminder: 1. Police and Road & Claims: 100% of the premium must be called to the Insurer immediately in each and every incident. An additional deductible must be paid in full for every claim to be processed.  
Terms & Conditions: The policy conditions for this coverage can be found online at [www.nagico.com](http://www.nagico.com).  
Notes:

**AUTHORIZATION**

Signed at: ARUBA  
Examined by: R. G. Salomon  
Date & Time: December 02, 2019 - 10:50:48AM

Auth. Representative: [Signature]  
on behalf of the Company

So why they want ban UTV's and ATV's and motorcycles or similar vehicles?

# Why did FPNA ban the ATV's effective immediately, and a UTV has a transition phase?

- The reason for banning ATV's effective per immediately, is this because the possibility of a serious accident is higher on an ATV than on an UTV(1).
- The UTV has a cage construction, roof and in some cases a door to protect the visitor in an accident.
- In certain scenarios, the transportation efficiency of an UTV is higher than the transportation efficiency of an ATV.
- Transportation efficiency is seen as the number of visitors per motorized vehicle.
- The noise and dust impact can be seen as equal but if you take into consideration the number of visitors per motorized vehicle the UTV provides more people the possibility of having the same impact on the nature.
- For pollution and in this case littering, both vehicles are open and provide opportunity for trash to be blown out of the vehicle(3).
- The speed limit in the park is 20km/h while the ease with which ATVs and UTVs traverse rough, off road terrain this encourages the visitors to surpass this speed limit and divert from the designated trail (2).

# **(1) Is the FPNA really an organization which can questioning renowned manufactures of ATV's:**

- their international certification's and blame ATV's construction from accidents?

## **Solutions?**

- Internationally approved off-road helmets knee, elbow protections, boots or sneakers for good driving comfort.
- **(2)** The speed limit in the Park is 20km/h while the ease with which ATV and UTVs traverse rough, off road terrain encourages the visitors to surpass this speed limit and divert from the designated trail.
- If FPNA has this kind of experience with the UTV and ATV vehicles, regular speed controls have to take place. If individual customer or tour operators are speeding with their customers they have to be fined in case of repetitive behavior of tour operators this operators will have sanctions or can be banned from park.

- Divert from park roads can be avoided by placing big rocks to intersections which can not be entered or booms can take place.
- If correct all customers, tour operators as well local visitors pay an entrance fees (which is average \$10.00 USD per customer) and those are used for preservation of FPNA.

<b>2014 Total Visitors</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
143,052	133,563	156,463	171.250	207.716	248.643

- (3) For pollution and in this case littering, both vehicles are
- open and provide opportunity for trash to be blown out of the vehicle
  - A Soft top jeeps or tours jeeps are as well open and trash can fly out , or there can enter just close jeeps with doors and hard top with close windows?
  - Solutions : Additional plastic compartments for ATV's or UTV's , in case of tour operators guide is carrying garbage bin for all plastics and garbage.

## Why did FPNA ban UTV but did not ban SUVs?

- The noise disturbance of a jeep/SUV is lower than that of a UTV(1).
- The dust cloud and noise of a single jeep with 14 visitors is less than a dust cloud and noise from 4 to 8 UTV's with the same amount of visitors(2).
- The SUV encourages less speeding than an ATV/UTV for enforcement you can measure the speed of a SUV better than an ATV/UTV(3).
- The possibility for trash to get blown out from a SUV is less than of a UTV, a SUV has more compartment to hold the trash and in some cases is fully closed(4).
- Transportation efficiency of a Jeep/SUV is higher than the transportation efficiency of an ATV/UTV.
- In case of an accident, the SUV protects the visitor better than an ATV/UTV(5).
- FPNA will continue monitoring the impact of motorized vehicles and evidence will continue to dictate future management and operations

# (1) The noise disturbance of a jeep/SUV is lower than that of a UTV.

Type-approval number: e4\*2002/24\*2886\*04

## ANNEX VII

### TEST RESULTS

(Article 5(1), first subparagraph)

In each case, the information must make clear to which variant and version it is applicable. One version may not have more than one result.

1. Results of the sound level tests.

Number of the base Directive and latest amending Directive applicable to the approval.  
In the case of a Directive with two or more implementation stages, indicate also the implementation stage:  
97/24/EC chapter 9 amend. 2009/108/EC

Variant/version	00/ all versions	---	---
Moving dB(A)	78	---	---
Stationary dB(A)	87	---	---
at ( $\text{min}^{-1}$ )	2800	---	---

2. Results of the exhaust emission tests.

Number of the base Directive and latest amending Directive applicable to the approval.  
In the case of a Directive with two or more implementation stages, indicate also the implementation stage:  
97/24/EC amend. 2009/108/EC chapter 5, (row A of table, Annex II, Section 2.2.1.1.5)

Variant/version	00/ all versions	---	---

2.1. Type I

CO (g/km)	4.68	---	---
HC (g/km) <sup>(1)</sup>	0.07	---	---
NO <sub>x</sub> (g/km) <sup>(1)</sup>	0.13	---	---
HC + NO <sub>x</sub> (g/km) <sup>(2)</sup>	---	---	---

2.2. Type II

CO (g/min) <sup>(2)</sup>	---	---	---
HC (g/min) <sup>(2)</sup>	---	---	---
CO (% vol) at normal idle speed <sup>(3)</sup>	0.66	---	---
Specify the idle speed <sup>(3)(4)</sup> ( $\text{min}^{-1}$ )	1300 ±100	---	---
CO (% vol) at high idle speed <sup>(3)</sup>	0.30	---	---
Specify the idle speed <sup>(3)(4)</sup> ( $\text{min}^{-1}$ )	2500±100	---	---
Engine oil temperature <sup>(3)(4)</sup>	87°C	---	---

3. Compression ignition engine

Variant/version	---	---	---
Corrected value of absorption coefficient ( $\text{m}^{-1}$ )	---	---	---

<sup>(1)</sup> Only for motorcycles and motor tricycles and for quadricycles as defined in Article 1, paragraph 3(b).

<sup>(2)</sup> Only for mopeds and for light quadricycles as defined in Article 1, paragraph 3(a).

<sup>(3)</sup> Mention the measurement tolerance.

<sup>(4)</sup> Applicable for four-stroke engines only.



(1) These are the sound test result approved by Netherlands requirements.

- (4) The dust cloud and noise of a single jeep with 14 visitors is less than a dust cloud and noise from 4 to 8 UTV's with the same amount of visitors.
- Single jeeps are normally a 5 passengers vehicles. Modifications for a 14 passenger vehicle are home made and that way not approved by any legal manufacturer or certification for crash tests or other safety measurement which normally have to be approved by international certifications.
- On the other hand UTV's has a certificate of conformity , which means vehicle can be permanently registered without requiring any further approvals, for driving and using metric / imperial units for speedometer.

**ZHEJIANG CFMOTO POWER CO.,LTD**

No 116, Wuzhou Road, Yuhang Economic Development Zone,  
Hangzhou, 311100, Zhejiang Province, P.R. China

**EC CERTIFICATE OF CONFORMITY**

The undersigned:  
Mr. Lai guogu

Herby certifies that the following vehicle:

0.1. Make: CFMOTO  
 0.2. Type: CF800  
 Variant: 00  
 Version: Version I: CF800  
 0.2.1 Commercial name(s) (where appropriate): Terracross 800EX, Z8EX, ZFORCE800EX  
 0.4. Vehicle category: L7e  
 0.4.1. Vehicle category according to Directive 97/24/EC amend 2009/108/EC chapter 7 (if applicable): n.a.  
 0.5. Name and address of the manufacturer: ZHEJIANG CFMOTO POWER CO.,LTD  
 No 116, Wuzhou Road, Yuhang Economic Development Zone, Hangzhou, 311100, Zhejiang Province, P.R. China  
 0.6. Location of the statutory plate: R: x 1430, y 350, z 340  
 Vehicle identification number: LCELVYZ1\*\*\*\*\*  
 0.7. Location of the vehicle identification number on the chassis: R: x 1570, y 350, z 340

Conforms in all respects to the type described in EC type-approval

— EC type-approval number: e4\*2009/24\*2886\*04  
 — dated: MM DD, YYYY

The vehicle can be permanently registered without requiring any further approvals, for driving on the right and for using metric /imperial units for the speedometer

Hangzhou, P.R. China  
 (place)

MM DD, YYYY  
 (date)

(signature)

General Manager  
 (position)



**ZHEJIANG CFMOTO POWER CO.,LTD**

No 116, Wuzhou Road, Yuhang Economic Development Zone,  
Hangzhou, 311100, Zhejiang Province, P.R. China

**Additional Information**

1. Number of axles: 2 and wheels: 4 3. Wheel base: 2040mm  
 6.1 Length: 2870 mm 7.1 Width: 1510 mm 8. Height: 1830 mm  
 12.1 Mass of the vehicle (with bodywork) in running order: 552 kg  
 12.2 Unladen mass of the vehicle: 532 kg  
 14.1 Technically permissible maximum laden mass: 802 kg  
 14.2 Distribution of this mass among the axles: 1: 319kg 2: 483kg  
 14.3 Technically permissible mass on each axle: 1: 390kg 2: 530kg  
 17. Maximum mass of trailer: (braked): ---kg, (unbraked): 150kg  
 19.1 Maximum vertical load at the coupling point for a trailer: 100kg  
 20. Engine manufacturer: ZHEJIANG CFMOTO POWER CO.,LTD  
 21. Engine type as marked on the engine: 7V91W  
 21.2 Engine number: 2L03A015  
 22. Working principle: electric spark ignition / compression ignition; four / two stroke  
 23. Number and arrangement of cylinders: 2, LI/V/O/S  
 24. Cylinder capacity: 800 cm<sup>3</sup> 25. Fuel: P/D/M/LPG/O  
 26. Maximum net power or maximum continuous rated power as applicable: 14.8 kW at 5600 min<sup>-1</sup>  
 26.1 Ratio: maximum net power or maximum continuous rated power/mass of the vehicle in running order: 0.027  
 (kW/kg)  
 28. Gearbox (type): A  
 29. Gear ratios: Low gear: 17.38-68.08 High gear: 7.85-30.76 Reverse gear: 15.31-60.05  
 32. Tyre size designation: Axle 1: 26 X 9.00-14 Axle 2: 26 X 11.00-14  
 37. Body: yes/no  
 41. Number and configuration of doors: not applicable  
 42.1 Number and position of seats: 2; r1: 1R, r2: 1L  
 43.1 Approval mark of coupling device, if fitted: e4\*97/24/\*97/24/10\*0009  
 44. Maximum speed: 70 km/h  
 45. Sound level: 97/24/EC amend. 2009/108/EC chapter 9  
 Stationary: 87 dB(A) at engine speed: 2800 min<sup>-1</sup>  
 Drive-by: 78 dB(A)  
 46. Exhaust emissions: 97/24/EC amend. 2009/108/EC chapter 5, (row A of table, Annex II, Section 2.2.1 f.)  
 46.1 Euro Level: 2  
 46.2 Type I test: CO: 4.68 g/km HC: 0.07 g/km  
 NO<sub>x</sub>: 0.139 g/km HC+NO<sub>x</sub>: --- g/km  
 46.3 Type II test: for mopeds: CO: --- g/min HC: --- g/min  
 for motorcycles and bicycles: CO: 0.66 % vol at 1300 ± 100 min<sup>-1</sup>  
 for motorcycles and tricycles: CO: 0.10 % vol at 2300 ± 100 min<sup>-1</sup>  
 Visible air pollution caused by an engine with compression ignition: ---  
 — corrected value of absorption coefficient: --- m<sup>-1</sup>  
 47. Fiscal power or national code number (s):  
 Italy: France: Spain: Belgium:  
 Germany: Luxembourg: Denmark: Ireland: Netherlands: Portugal:  
 Greece: United Kingdom: Sweden: Finland: Czech Republic:  
 Austria: Estonia: Cyprus: Latvia: Lithuania:  
 Hungary: Slovakia: Malta: Poland: Slovenia:  
 Slovakia: Romania: Bulgaria: Croatia:
50. Remarks: ---  
 51. Exemptions: ---



In the past fatal accident with UTV's or ATV's are drastically lower in count, and unfortunately on jeeps higher.

21:47



Bon Dia Aruba  
March 30, 2015 •

...

Jeep a bolter na caminda pa conchi

ORANJESTAD - Diasabra atardi a sosode un accident cu consecuencia fatal. Autoridad a keda informa cu un jeep cu tabata haciendo un tour di e compania ABC a bolter y tin varios herido. Specialista di trafico a acudi na e sitio pa haci nan investigacion mirando e situacion cu tabatin un persona cu a perde su bida den e accidente aki.

<http://www.bondia.com/?q=node/40302>



■■■ Digicel ⌂

8:20 AM

46% ⌂



24ora  
26 April 2013 •

...

Accidente den Parke Nacional Arikok pariba di Shete. 9 herido uno mas grave cu otro ora un Safari Jeep di De Palm Tours yen di hende a bolter. [24ora.com](http://24ora.com) ta na e sitio.



This proves that this all depends:

- On behavior of driver
- On behavior of guide (in tours)
- Safety measure taken
- Wearing of safety belt
- Providing a safety belt
- SUV (Safari seating) carry lap safety belt not an shoulder safety belt.
- Drivers circumstances

Dust: A bigger, heavier jeeps can create the same dust clouds or even bigger, because the tire width and their force is much bigger then a UTV and UTV's can maneuver easier around obstacles like a regular SUV.



For that reason UTV's are used like rescue vehicles in many national parks or difficult terrains similar to Roads to the natural pool .



AOF is aware that changes and restrictions need to be made to ensure that our future generation can enjoy the nature as well, but it has to be done in a correct way, a fair way not discriminating any type of vehicle and/or tour operator.

We are looking for solutions and cooperation with any organization , foundation or government department to be part of regulated recreational tourism.

AOF has numerous ideas .

## **HOW CAN WE REACH THIS GOAL? LET'S WORK TOGETHER**