



# Policy Document

Managing Nature Conservation and High  
Impact Motorized Traffic

May 2020



PARKE NACIONAL  
**ARUBA**



# Content

<b>1</b>	<b>Introduction</b>	<b>4</b>
<b>2</b>	<b>Purpose</b>	<b>4</b>
<b>3</b>	<b>Execution</b>	<b>4</b>
	Phase 1: Immediate Regulatory Policy	4
	Phase 2: Regulatory & Enabling Policy	5
	Phase 3: Enabling Policy	6
<b>4</b>	<b>Policy Remarks</b>	<b>6</b>



# 1. Introduction

Fundacion Parke Nacional Aruba's (FPNA) mission is to conserve Aruba's natural and cultural heritage for future generations, while inspiring and engaging the local community and visitors to do the same.

The Foundation's existing policy of allowing, yet discouraging, unregulated motorized mass/adventure recreation inside our protected areas, impedes FPNA in its ability to effectively conserve those areas under its care.

The policy document Managing Nature Conservation and High-Impact Motorized Traffic is one of a series of other policy documents that will collectively form an integral Sustainable Recreation Master Plan aimed at enabling low-impact recreation and regulating high-impact motorized recreation.

## 2. Purpose

To address the current management conflict posed by mass adventure tourism on one hand and nature conservation and sustainable recreation on the other. Additionally, this document presents an immediate regulatory policy to counteract this conflict.

Consistent with FPNA's role as an independent authority in terms of nature conservation and sustainability and 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. we will set out the underlying policies to regulate the motorized mass/adventure recreation while enabling a more sustainable approach to recreation.

## 3. Execution

Execution of FPNA's policy on managing the conflict between nature conservation and adventure tourism is based on a three-phased approach:

### Phase 1 - Immediate Regulatory Policy

The objective of the first phase is to immediately regulate and curb the motorized mass/adventure recreation inside our protected areas. The first phase involves the immediate introduction of this regulatory policy for registered motorized tour operators to curb undesired traffic flows and begin to allow space for the Conchi attraction to restore itself.

The following regulations form part of the Regulatory Policy Phase 1 as of June 1st, 2020:

### **1. Curtailment of new registrations of motorized tour operators;**

A halt of new registrations of motorized tour operators to operate in the protected areas managed by FPNA. The registration of non-motorized tour operators will still be permitted.

### **2. Ban of all motorized vehicles**

With the exception of:

- SUV's, Pick-Up, Van, and Compact Cars individually and as part of a guided tour.
- UTV are temporarily 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.

### **3. Limitations on caravan size and daily entries**

Caravan sizes for UTVs visiting the protected areas will be limited to a maximum of six (6) vehicles including tour guides.

Caravan sizes for non-UTVs visiting the protected areas will be limited to a maximum of four (4) vehicles.

Tour operators registered with FPNA are allowed a maximum of four motorized tours per day, two between 8:00 AM and 12:00 noon, and two between 12:00 PM and 3:00PM

### **4. Additional regulations**

Motorized tours are allowed entry inside Parke Nacional Arikok until 3:00 PM. All motorized tours must have exited the Park grounds by 5:00 PM.

All registered tour guides must be in possession of a Parke Nacional Arikok annual pass and are required to show this at the entrances or whenever requested by FPNA personnel.

All registered tour guides must at all times abide by FPNA's Rules & Regulations for protected areas. Failure to comply with the Rules & Regulations the tour guide will be banned (blacklisted) from FPNA managed protected areas.

## **Phase 2 - Regulatory & Enabling Policy**

The objective of the second phase is to continue regulating mass/adventure recreation through introduction of a Visitor Management policy for crowded areas, as well as a full ban of UTVs from areas protected by FPNA.

Furthermore Phase 2 consists of bringing about revisions to the conservation fee structure to financially discourage motorized traffic to certain areas inside the park while enabling non-motorized recreation.

A detailed policy document on the matters discussed herein above will be developed immediately subsequent to the initiation of Phase 1.

### Phase 3 - Enabling Policy

The objective of the third phase is to enable low impact recreation by introducing a comprehensive sustainable recreation policy. The focus of this policy is on accessibility, connectivity, and experience of the visitors to the protected areas in a sustainable way.

In addition, Phase 3 entails the implementation of sustainable recreation guidelines for tour operators in order to align with FPNA's conservation philosophy. The policy document for phase 3 will be presented after phase 2.

## 4. Policy Remarks

FPNA foresees that with these sets of policies it will not only curb the unregulated mass/adventure tourism but it will foster sustainable recreation inside the protected areas. FPNA reserves the right to amend whenever and wherever necessary these set of policies in the benefit of nature conservation and visitors safety.



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