

Environmental Assessment Registration

NAME OF UNDERTAKING:

Newfoundland and Labrador Snowmobile Federation (NLSF) – Mount Peyton to Jumpers Brook
Snowmobile Trail Re-Route

PROPONENT:

Newfoundland and Labrador Snowmobile Federation

Address:

7 Wellon Drive
Deer Lake, NL
A8A 2G6
Chief Executive Officer:
Jason Pond
President / Director

Principal Contact:

Jason Pond
President, Notre Dame Snowmobile Association;
Director, Newfoundland and Labrador Snowmobile Federation
Email: ndsasnow@gmail.com
Phone: (709) 635-4395

THE UNDERTAKING:**Nature:**

Snowmobile trail development.

Purpose:

The purpose of this undertaking is to provide snowmobilers with a safer and more efficient alternate route. The existing trail uses a section of the NL Hydro transmission line right-of-way, which contains hazards such as towers, guy wires, and uneven terrain.

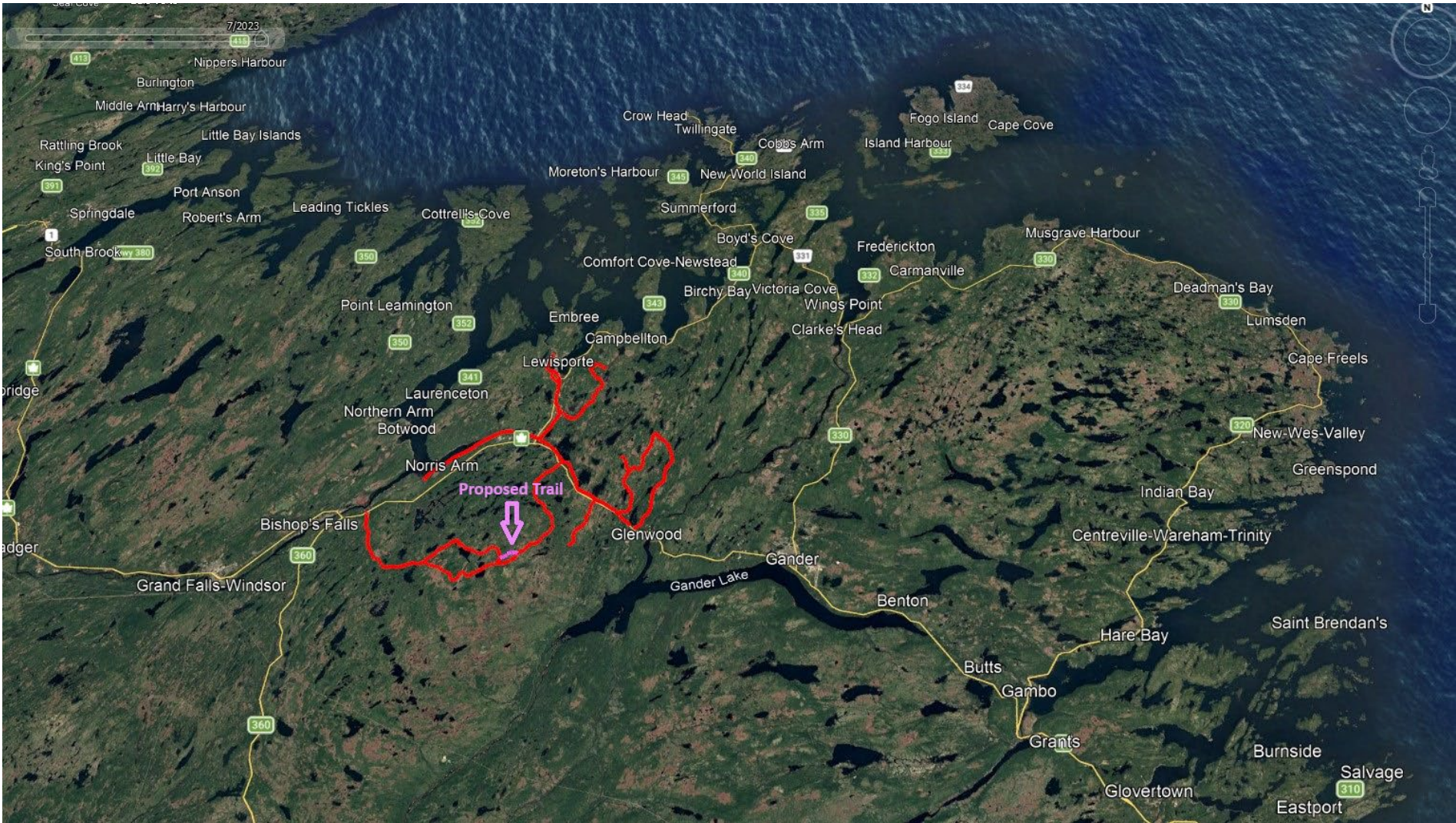
DESCRIPTION:**Location:**

The proposed trail will connect existing access roads to the main Mount Peyton Trail, just north of the NL Hydro transmission line right-of-way. The route extends from the Jumper's Brook access road network in the west to the Mount Peyton Trail in the east. Approximately 600 m of new trail construction will be required, while the remainder of the route will use existing access roads. The finished trail width will be approximately 7 meters.

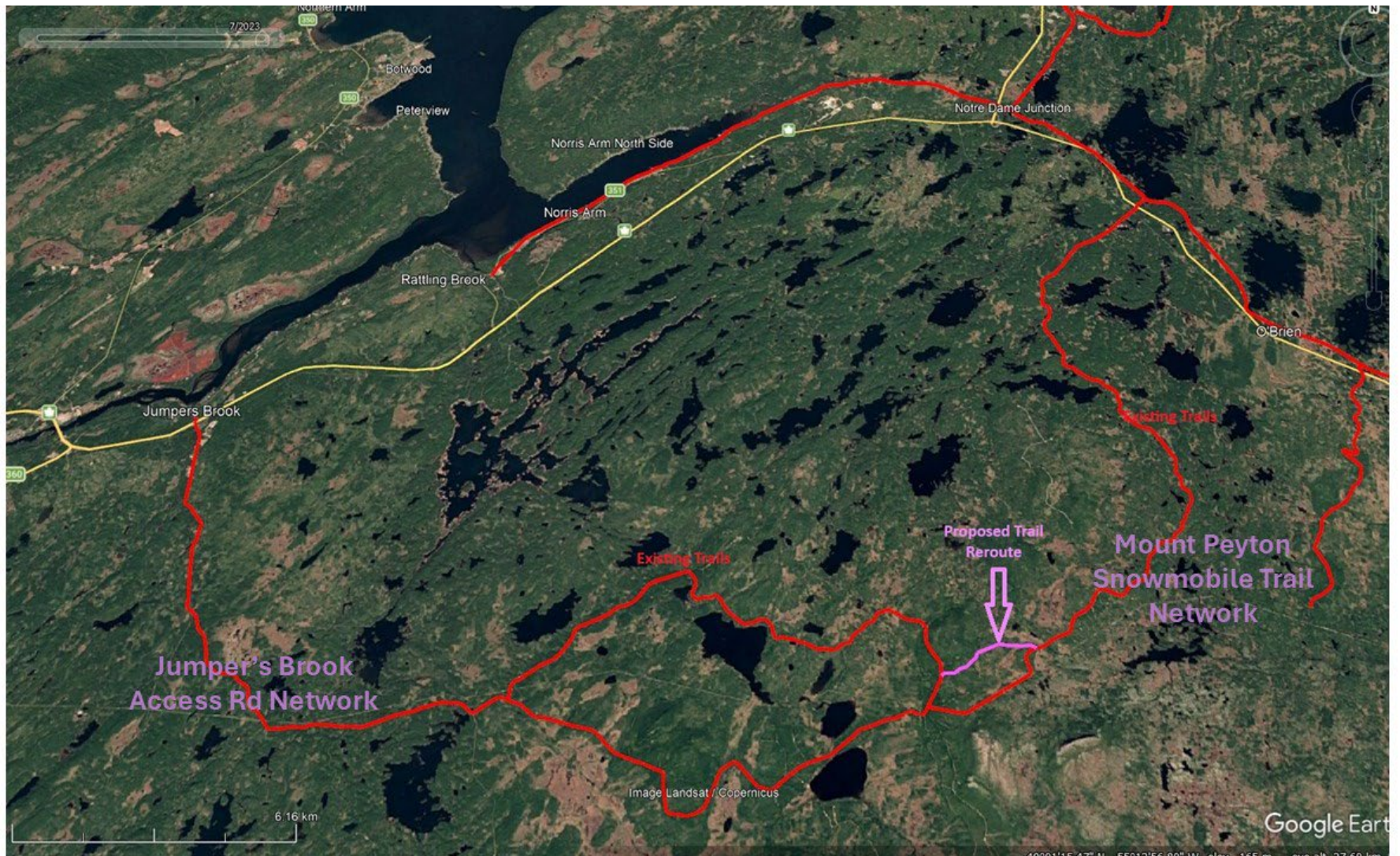
Overview Map of Area



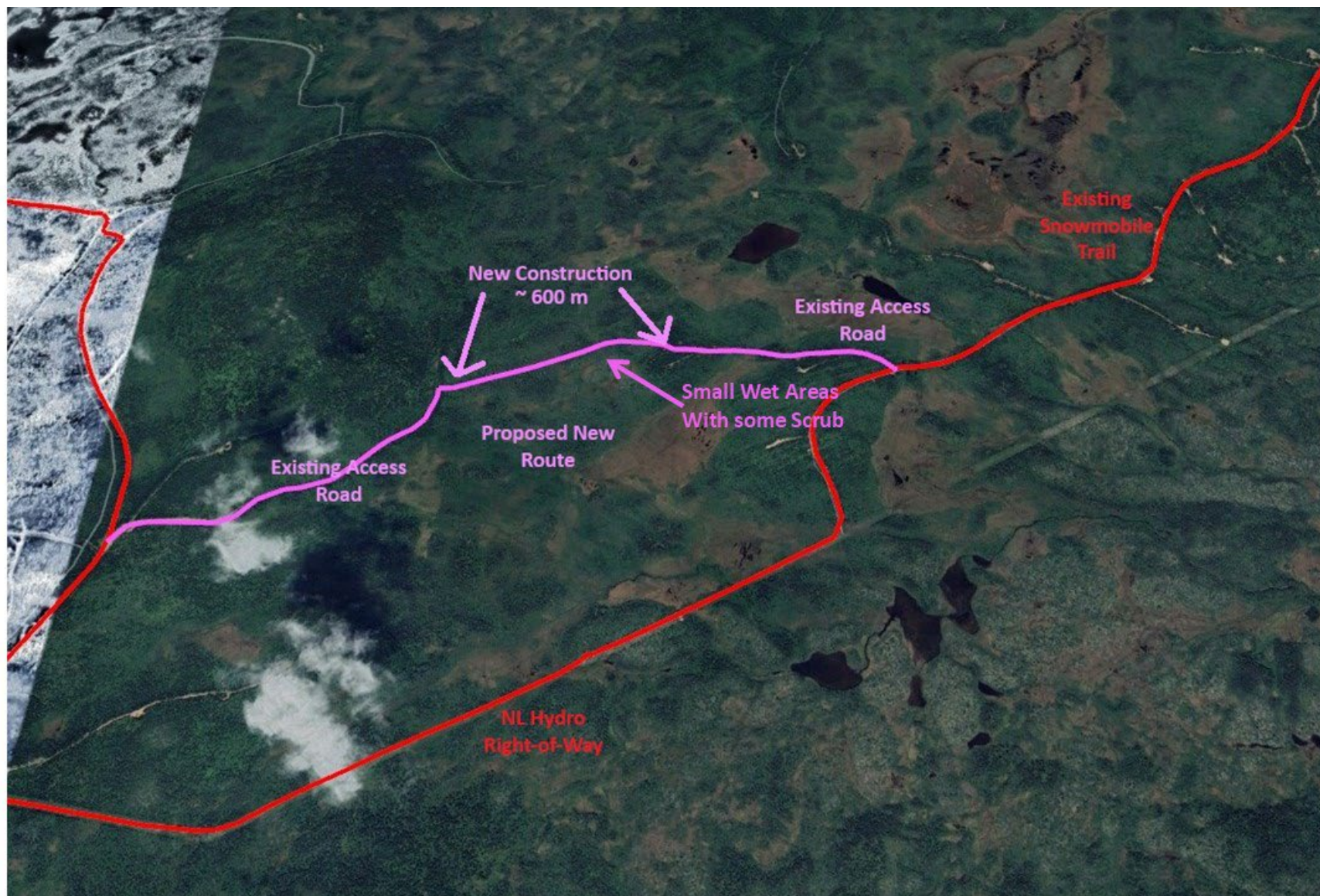
Overview Map of Area



Overview Map of Area



Overview Map of Area



Physical Features:

The proposed trail corridor is approximately 2.6 km in length, with approximately 2.0 km utilizing existing forest access roads. Approximately 600 m of new trail construction will be required across forested upland terrain. Several small, localized areas of wet ground and softwood scrub occur within portions of the proposed new construction section (See Images above). These wet areas are limited in extent and collectively represent only a small portion of the overall trail corridor. The alignment was selected to maximize the use of higher, well-drained ground and minimize travel through wet terrain.

The exact extent of these localized wet areas will be confirmed during field layout. Where wet ground cannot be avoided, appropriate construction methods such as localized granular fill, geotextile reinforcement, or short bridging/corduroy sections will be used as necessary to maintain drainage and minimize environmental disturbance.

Vegetation consists primarily of softwood species, including spruce, larch, and balsam fir, with some mixed hardwoods.

The trail will not be visible from public highways, and there is no nearby recreational or utility infrastructure.

There are no known streams along the proposed route.

Construction:

Construction will involve vegetation clearing using mechanical mulching equipment and manual cutting methods.

Potential environmental effects are expected to be limited to equipment emissions and a low risk of fuel spills. Spill kits will be maintained on-site, and all fueling and fuel storage will be carried out in compliance with applicable regulations.

No fuel or oil will be stored along the trail during either the operation or maintenance phases. During maintenance, fuel and oils will be transported on an as-required basis in CSA/ULC-approved containers. Any spills, regardless of size, will be addressed promptly to ensure that no environmental contamination occurs. During grooming operations and any trail repairs or maintenance, a spill kit will be kept on-site. The NLSF and its associated clubs have been planning, developing, and implementing snowmobile trail projects for approximately 25 years. No potential sources of pollutants, including airborne emissions, liquid effluents, or solid waste materials, are anticipated during the development, construction, or operation of the trail.

All maintained trails will follow the national standards in place for snowmobile trails. This undertaking will involve the use of approximately 2.0 km of existing access road, which will be upgraded to a width of approximately 15–20 feet for safe use. The proposed snowmobile trail will be maintained at the specified width to allow for the safe operation of snowmobiles and grooming equipment. All reasonable efforts will be made to clearly mark the trail in accordance with NLSF Trail Signage Guidelines in order to provide clear direction to trail users.

Operation:

The trail will be used seasonally (January to April) by snowmobiles and grooming equipment.

Operational effects are expected to be limited to emissions and minor fuel-handling risks.

The nearest waterbodies are located more than 300 m from the route, and there are no nearby residential developments.

Occupations:

The project will require one heavy equipment operator and several labourers.

Work will be carried out by volunteers and contractors, with potential support from provincial employment programs such as the Job Creation Program and the Community Enhancement Employment Program.

Approvals:

A Crown Lands Licence to Occupy is required, and Application No. 165090 has been submitted.

An additional approval in the form of a commercial cutting permit will also be required.

There are no streams present so no Water Resources permits will be required.

Schedule:

Construction is anticipated to begin in fall 2026, pending receipt of all required approvals.

Funding:

The project does not rely on capital funding from government agencies, although labour support may be obtained through provincial programs.

July 9, 2026

Jason Pond

President, Notre Dame Snowmobile Association (NDSA)

Director, Newfoundland and Labrador Snowmobile Federation (NLSF)