

Travelling Outback - Do I Need a Permit?

If any decent road map of outback Australia is examined, numerous tracks will be marked as “Permit Required”. Other tracks are marked as “Private Road” or “Aboriginal Business Road” and even “Restricted Access”. Yet others are marked “For Use in Emergencies Only”, or “Wet Weather Access Only”. So what does all this mean, and what ramifications do such notations hold for outback travelers.

Generally, it can be assumed that if any track is marked with any of the above notations then that track is NOT a “public road” and access is not generally available. Thus the track can only be used under the conditions noted on it. For example, tracks marked “For Use in Emergencies Only”, may only be used in an “emergency” situation. Equally, tracks marked “Wet Weather Access Only” may only be used in wet weather. Normally, this latter situation will apply when the track you may otherwise be traveling on has become impassable or has been closed. If the track you were intending to take has been “closed” due to rain, then the local road reports will normally also note whether or not any “wet weather only” track is open and passable. Conditions such as these are generally imposed by the Local Government entity responsible for the road.

The reasons for imposing such restrictions can be many and varied. For example, the road surface may be such that constant, general use will very quickly deteriorate the surface, and thus when the circumstances necessitating use of the track arise, it may be found to be impassable simply as a consequence of the volume of traffic that had previously used it. However, if the track had otherwise remained almost unused, its surface may have been preserved in such a state as to readily facilitate the passage of just a few vehicles under the conditions allowed. In other cases “emergency” or “wet weather” tracks are simply not maintained at all, and thus regular traffic could render such tracks impassable. Road maintenance costs in the bush are very high.

Other tracks are on private property and may not be used except under the conditions noted on the map. In those situations, the landowner is saying that general access to the track is forbidden, however in an emergency situation, or if you are caught on a track which becomes impassable due to rain, then you may use the particular track under the situations noted. Such usage of course would be minimal, and thus the condition of the track may not be adversely affected. Private landowners are responsible for the maintenance of their own tracks, and do not like being put to unnecessary expense.

In that same vein, there are a few tracks around, which whilst actually being a “private track” located on private property, are none the less open for normal traffic, with some limitations. For example, a size of vehicle or weight limitation may be applied. If such restrictions are simply ignored by travelers and damage to the track results, which then costs the landowner time and money to rectify, there is a big risk that the landowner will simply close the track.

Remember also that driving around a “Road Closed” sign anywhere can result in a very large fine being imposed. Many local government entities in outback Australia have adopted a very aggressive approach to road closures. As soon as it starts to rain, if there is any prospect of the rain being heavy and/or prolonged, then almost inevitably up go the “road closed” signs on many dirt roads and tracks.

If you are in a town, and the roads have been closed due to rain, or you are traveling on a track, and come to another which you intended to take and find that it has been closed, then it is always worthwhile contacting the local police or council, or the local Roads Authority. In many such situations, the road may be closed to heavy vehicles, caravans and say, two wheel drive vehicles. However, it may be open, with care, to 4WD vehicles not towing a caravan or camper. We have experienced that exact situation on a couple of occasions. Equally, we have experienced situations where a particular road was closed, however that road gave access to another track which had not been closed. Access was being allowed up the closed road, but only to the turn off to the other open track. So it is always worthwhile having a talk to one of the responsible organizations to ascertain the actual situation.

Tracks marked “Aboriginal Business Road” are tracks which have been put in by various aboriginal community corporations to facilitate travel between communities. Permits may or may not be issued to transit such tracks. It may very much depend on your reasons for requiring the transit, where you are coming from and/or where you are going, and also whether there are any ceremonies or rituals taking place on or near to the track or communities. The same situation normally applies to roads within aboriginal lands marked as “restricted access”.

Most tracks marked as “Permit Required” pass through aboriginal lands. As such, they are essentially on private property, and the traditional owners may or may not approve of access being granted. And, just because a track is marked as “Permit Required” is no guarantee that a permit will be granted on application.

The conditions under which permits are granted may also vary, and permission may be withdrawn at any time, or access simply barred without notice. For example, if there has been a death in a community, or a ceremony or ritual is taking place somewhere along or near a track, then access may be barred, even though a permit had been granted earlier. You should always very carefully read the conditions attaching to the issue and usage of any permit. Also ensure that you obey all requirements, including any directions issued to you whilst on or accessing such tracks.

Generally, with aboriginal lands, there are two types of permit issued. The first is a “transit” permit, which simply allows you to transit through the area. You may or may not be allowed to stop on the way, or to leave the track, or to camp. Generally, the length of the track involved will dictate many such circumstances. Whilst you may not be aware of them, there may be literally dozens of sacred sites along a track. A stop, and a camp fire, or the moving of some rocks to facilitate a tent site, could well be interfering with a sacred site. Over the years, such interference, whether intentional or not, has resulted in a number of locations and tracks now falling into the category where permits are simply not issued to travelers.

In general, when you apply for a transit permit, you normally need to nominate a 3 day “window” within which your travel is to take place. However, that is not always the case. The application form will normally be quite clear in relation to any such requirement.

The second type of permit is one to “access and remain on, aboriginal land”. Such a permit would normally be applicable if you needed to actually visit a community and/or remain overnight, for example.

Whilst applications for permits are generally made to the responsible Land Council, the Councils are simply acting on, and carrying out the instructions of the traditional owners who live along the tracks, whether in communities or on outstations. And there may be dozens of such traditional owners. Thus it is their wishes, and the conditions they impose, that dictate to the staff of a Land Council, whether or not a permit may be issued. It is also surprising, but in many situations your permit application is physically sent off to one or more traditional owners, for their personal consideration, rather than simply being processed by the Land Council.

Regrettably, over the years, there have been too many irresponsible travelers who have ignored permit requirements, and have simply traveled over tracks without one. The end result has been a number of locations which have simply been shut to visitors as a consequence of persons ignoring the normal protocols. You would also be surprised at how well the bush telegraph actually operates in outback Australia. A lot of people seem to know whether or not you have a permit.

Some aboriginal communities are noted on maps as “closed communities”. This normally means that they are not open to travelers, and have no facilities whatsoever available to travelers. However, we have noticed in recent times, that a few communities, which were “closed” have now changed their philosophy, and offer some limited facilities to travelers. Thus, if in the planning stages of your trip you think you may need to access a community for some reason, and it is marked on your map as “closed” then I would be making a telephone call to that community to check on that status. If it is still “closed” then your planning processes will need to be revised to take account of that situation.

And notwithstanding all of the information above, if you intend to drive through or visit any community or place on land marked as aboriginal land, and there appears to be no limitations or conditions on any of the tracks within that area, I would still be telephoning the community in your planning stage to check on the situation. It is cheap to do so, and you never know what good information you might gain.

The costs of permits vary significantly. The majority are free, others may cost an application fee varying between \$2 and \$5. Yet others can be very expensive. For example a permit to access Surveyor-General’s Corner will currently cost you \$100.00 per vehicle and \$20.00 per person. Access and camping fees in some areas of aboriginal land on Cape York vary between \$5.00 and \$30.00 per night per vehicle, or per person, whilst others are only \$30.00 per week per vehicle. Permits to access a range of locations on the Gove Peninsula can cost between \$15.00 and \$30.00 per night per vehicle, but the permit to transit the Central Arnhem Road is free. You do need to do your homework. Permits to visit some communities are only available from the local community itself, eg., some communities on the western side of Cape York, communities near Cape Arnhem and on the Gove Peninsula, and some communities in the Kimberley region. However, the permits to access the tracks leading to some of those areas are issued by the Land Councils or Government Departments.

It is always worth doing your homework well before you intend to leave, and applying for the permits that you will need well in advance. Some permits can take up to 2 months and more to be issued or refused, whilst others may only take a few days. And don’t forget, if the track you want to travel extends into two states or across two land Council areas you will probably need a permit

for both areas. So ensure that you leave yourself plenty of time to gain them. There are some great websites around, such as Exploroz, (www.exploroz.com.au) and generally the large scale HEMA maps have excellent information on them regarding access and permits. And remember, always obey the conditions imposed, and thus ensure that those people coming after you retain their access, or improve it as a consequence of your good, exemplary behaviour.

So where do you apply for permits?

The following information is provided to assist you with the gaining of permits for your travels. It is not a totally comprehensive guide. It has however, endeavoured to pick up on most of the areas that four wheel drive tourists tend to visit. For those areas not covered, you will need to undertake your own research. Again, the Exploroz web site can be invaluable for such purposes as can the large scale Hema maps and contact with the appropriate Land Council/s, National Parks Service and/or nearby towns and communities.

Western Australia:

Generally, most transit permits for aboriginal lands are able to be issued by the Aboriginal Lands Trust of WA. The trust is a part of the Department of Indigenous Affairs. Applications can be made on-line at www.dia.wa.gov.au and simply follow the prompts. The Trust can be contacted at: The Permits Officer, Aboriginal Lands Trust, PO Box 7770, Cloisters Square, Perth, WA 6850. Telephone (08) 9235 8000 or Fax (08) 9235 8088.

Central Reserves Area (which extends some little way over the borders into both NT and SA), and includes: The Great Central Road, Gunbarrel Highway and Old Gunbarrel Highway, Giles-Mulga Park Road from Warakurna to Wingellina and Surveyor General's Corner and the Gary Highway. It also includes the Docker River community which is actually in NT. (Docker River is one of those areas where you will need two permits. The WA side takes you essentially from the Docker River community, west across the border and on down the Great Central Road. For the NT side, see NT below). Apply to the Ngaanyatjarra Council, P.O. Box 644, Alice Springs, NT 0871. They are located at Shop 6, 56-58 Head Street, Alice Springs. Telephone (08) 8950 1711. Fax is (08) 8953 1892. Even though the vast majority of the Central Reserves Area is in WA, the Land Council office is located in Alice Springs.

If you wish to access actual communities, then it is also best to ring that community and speak to them direct regarding any requirements. Our enquiries from the Kimberley Land Council at Derby, telephone (08) 9193 1118, showed that if you wished to visit any communities in the Kimberley, the best way is simply to report in to the Community on the day of your visit, (but not weekends), and purchase a permit on the day. The Kimberley Land Council's Broome Office telephone is (08) 9193 6199.

If you wish to visit Cape Leveque contact the Broome Visitors Information Centre on (08) 9192 2222. Whilst you don't need a permit to visit the Cape, you do need booked accommodation to enter the area. The Visitors Centre can make a booking for you at the camp site at the Cape, which is highly advisable.

To drive the track which parallels the Hamersley Iron Railway Line from Tom Price to Dampier you MUST apply IN PERSON at either the Tom Price Tourist Information Service (08) 9188 1112 or at the Karratha Visitor Centre (08) 9144 4600. You MUST do this in person as you will be required to sit through about a 15 minute video which mainly concentrates on the safety aspects of the trip, and then you will be issued with your permit.

Telfer Mine Road: To use this road you don't need a permit, but you do need to notify the Mine Manager of your intentions. A few weeks before your visit write a letter to: The Manager, Newcrest Mining, Telfer, WA 6762, informing him of who you are, where and how you can be contacted, the numbers and details of vehicles, driver and passengers names, and likely date/s of being on their road, your direction of travel and destination. Don't forget to thank them for the access.

Trans Continental Railway: You can now only follow the rail line from Kalgoorlie to Rawlinna. It is illegal to travel east of Rawlinna and absolutely no permits are being issued. In South Australia you are also permitted to travel the few kilometres along the rail line past Tarcoola to pick up Googs Track. (The track beside the rail line is now on private property. This was a result of the corporatisation of Australian National Railways. Regrettably, there had been far too many instances of travelers breaking down, or needing help, and they were, incredibly, flagging down the trains! Management have now simply barred access and will have transgressors dealt with as trespassers. The fine can be quite hefty. You have been warned!).

You should also bear in mind that many WA National Parks charge both an entry fee and a nightly camping fee. Quite a number of those fees are payable by way of self registration when you enter the park. Other parks have ranger stations to which you must report, and others are controlled by the very effective and efficient "Park Hosts" system. If you are going to be in WA for some time, you might like to consider gaining a "WA All Parks Pass" before you go. This Pass costs just \$51.00 (in 2005) and gives you access to all WA National Parks as many times as you like within a 12 month period. The Pass does not however cover any camping fees which may be payable. The Pass is obtainable on-line from Exploroz, or from WA Naturally Publications, 17 Dick Perry Avenue, Kensington WA 6151. Telephone (08) 9334 0333 and fax (08) 9334 0498. Or you can contact the WA Department of Conservation and Land Management at PO Box 104, Bentley Delivery Centre, WA 6983. Telephone (08) 9334 0481 or fax (08) 9334 0498.

Northern Territory:

For transit permits across aboriginal lands in the northern areas contact the Northern Land Council. Their Head Office is at Casuarina in Darwin, whilst the Darwin/Daly Area Office is at Palmerston in Darwin. They also have offices at Jabiru for West Arnhem, Katherine for the South Region and Nhulunbuy for East Arnhem. The Head Office address is PO Box 42921, or 9 Rowling Street, Casuarina, NT 0811. Telephone (08) 8920 5178. Fax is (08) 8945 2633. You can download lots of good information, including Permit Application Forms from their web site at www.nlc.org.au.

For central area permits including the Mereenie Loop Road contact the Central Land Council, 33 Stuart Highway, Alice Springs, NT 0870 or PO Box 3321, Alice Springs, NT 0871. Telephone (08) 8951 6320 and Fax (08) 8953 4345. Again, you can download lots of good info and Permit

Application Forms from their web site at www.clc.org.au. You also need to apply to the Central Land Council for a permit to transit the Docker River Road from west of Uluru-Kata Tjuta National Park boundary to the WA border via the Docker River community. (This is the second of the two permits needed when transiting the Docker River Road. For the other permit see under WA, Central Reserves Area above).

Please note that permits to transit the Colson Track from the French Line in the Simpson Desert to Numery Station are simply not being issued. (Again, this is due to past problems with damage caused to a number of sacred sites contained within the aboriginal land through which the track runs).

For permits to access the Coburg Peninsula and to camp there, you need to contact the Coburg Peninsula Sanctuary and Marine Park Board, Permits Office, PO Box 496, Palmerston, NT 0831. Telephone (08) 8999 4814 or Fax (08) 8999 4524. (A weeks camping out at Coburg will cost you (in 2005) the princely sum of \$232.10 per vehicle, and they only sell permits by the week).

If you would like to experience and explore the delights of the Gove Peninsula, you will need a permit from the Northern Land Council to traverse the Central Arnhem Road to access Nhulunbuy. You can camp for a night in a few nominated spots on the Central Arnhem Road as the distance to Nhulunbuy is in excess of 700 k's. Some of these small sites charge camping fees of around \$15.00 per night per vehicle. There is however, one free location. All the locations are shown on the mud map of the Central Arnhem Road which you will receive with your permit.

Once you arrive at Nhulunbuy, you can gain Recreation Permits to visit and camp at a number of locations. The permits, which generally cost around \$15.00 per vehicle per night, are available (on a personal visit basis only) from the Dhimurru Aboriginal Corporation, PO Box 1551, Nhulunbuy, NT 0881. Telephone (08) 8987 3992 or fax (08) 8987 3224. If you also wish to access Yirrkala, then you will need to write to the Yirrkala Dhanbul Community Association Inc., CMB 1, Yirrkala, NT 0880. Telephone (08) 8987 3433 or fax (08) 8987 2304. No camping is available anywhere within the Yirrkala area.

To gain a permit to visit the Gove Peninsula you MUST also book at least your first nights accommodation at one of the two motels at Nhulunbuy. And, as the Land Council Office is not open over the weekend, you will need to book 2 nights accommodation if you intend to arrive on the Saturday. The cheaper motel in town is the Gove Peninsula, PO Box 314, Nhulunbuy, NT 0881. Telephone (08) 8987 0700. The cost in 2005 was \$132.00 per double room.

Please also note that the Northern Land Council, under strict instructions from the dozens of affected traditional owners, are simply NOT issuing permits to transit the unnamed track which runs primarily west/east across Arnhem Land from Oenpelli, past Gumadeer, Maningrida and Ramingining, and then turns south to link up with the Central Arnhem Road.

All of the parks and reserves in the NT under the control of the Parks and Wildlife Commission of the Northern Territory have free access, but most charge camping fees for an overnight stay. Some have ranger stations, whilst others have self registration processes in place. The NT Parks and

Wildlife Commission can be contacted at PO Box 496, Palmerston, NT 0831. Telephone (08) 8999 4555 or fax (08) 8999 4558.

Bear in mind that neither Uluru nor Kakadu National Parks fall under the control of the NT Parks and Wildlife Commission. Access to Kakadu is now free, however a camping fee of \$5.40 per person per night is charged in the Park run camping areas, (in 2005). The commercially run sites charge considerably more. Usually around \$20.00 per site per night. Kakadu can be contacted on (08) 8938 1120.

Uluru still charges both an entry fee and camping fees in 2005. The camping fees are a little high at about \$26.00 per site per night. Uluru can be contacted on (08) 8956 2299.

South Australia:

For travel over aboriginal lands in the northern part of South Australia, which includes for example, the Giles-Mulga Park Road from Kulgera to Wingellina and on to Surveyor-General's Corner, contact the Anangu Pitjantjatjara Yankunyatjajara Land Council on telephone (08) 8954 8104 or fax (08) 8954 8110. But bear in mind that the Land Council currently do not normally issue transit permits for that part of the Giles-Mulga Park Road.

For travel over aboriginal lands in the central part of South Australia, for example to traverse the Ann Beadell Highway, contact the Maralinga Lands Council at Maralinga Tjarutja Inc., Att. Dr. Archie Barton, P.O. Box 435, Ceduna, SA 5690. Telephone (08) 8625 2946 and fax (08) 8625 3076.

Also bear in mind that a range of other permits are also required to travel the Ann Beadell Highway, including a Desert Parks Pass, or at least a permit to access and camp in the Tallaringa Conservation Reserve and one for the Unnamed Conservation Park. And very importantly, you will need a pass for the Woomera Prohibited Area. As the Desert Parks Pass does not include the Unnamed Conservation Park in its coverage you will still need a permit for there even if you have a Desert Parks Pass. Contact the Department for Environment and Heritage, P.O. Box 78, Port Augusta, SA 5700. Telephone (08) 8648 5300 and fax (08) 8648 5301.

You also must have a permit to traverse and visit locations within the Woomera Prohibited Area. Contact the Defence Support Centre, Att. Bob Dyer, P.O. Box 157, Woomera, SA 5270. Telephone (08) 8674 3370 and fax (08) 8674 3308. And, when traveling through Mabel Downs Station which is located at the Coober Pedy end of the Ann Beadell Highway, ensure you observe the signs and leave all gates exactly as you find them.

South Australia is also very similar to WA in that many of their parks require the payment of an entry fee. Camping fees can also apply. The SA Department of Environment and Heritage offers a range of Passes for entry into their parks. From a four wheel driver's perspective the best pass is the Desert Parks Pass. This pass covers both entry fees and camping (where permitted) in the following parks: Simpson Desert Conservation Park; Simpson Desert Regional Reserve; Witjira National Park; Innamincka Regional Reserve; Strzelecki Regional Reserve; Lake Eyre National Park; Tallaringa Conservation Park and Wabma Kadarbu Mound Springs Conservation Park,

(camping where permitted). But again note that the Desert Parks Pass does not include the Unnamed Conservation Park. The current cost of a Desert Parks Pass is \$90.00 for 12 months. However, when you renew the next year, the cost is then only \$60.00, and renewals remain at a cheap rate for the next following 3 years.

When purchasing a Desert Parks Pass, you get a lot more for your money than simply the Pass. You also receive a full information kit, including a whole series of maps. Any updates are issued with renewals. So it does represent reasonable value for money. Most of the parks covered by the Pass charge entry and/or camping fees. Some examples are: \$38.00 for a two night pass at Coongie Lakes; \$20.00 per night for Witjira, Dalhousie and Lake Eyre; and \$6.50 per night at Tallaringa Regional Reserve. So two nights spent at Coongie and a night each at the other locations would cost more than the 12 month Desert Parks Pass which gives you unlimited visits and camping at all the locations covered.

South Australia also operate what they refer to as Public Access Routes. These are mainly old stock routes, most of which traverse private property or leasehold land. They have now been upgraded to the status of tracks, and vehicular access is provided. No specific permits are required to traverse these tracks, however where they are within, or give access to, a National Park or Reserve, then a permit may be required to both access and/or camp in the Park or Reserve. Examples of these tracks include both the Level Post Bay and Halligan Bay Track within Lake Eyre National Park. A permit is required to access and camp in the Park. The most recently opened Public Access Route that I am aware of is the Walker Crossing Track which runs from the Birdsville Track some 122 k's south of Birdsville through to Innamincka.

Queensland:

There are no major Land Councils or other such organizations in Queensland where permits to transit or visit aboriginal areas might be generally obtainable. However, if you want some general information regarding aboriginal lands and any general requirements, particularly the liquor laws, contact the Office of Aboriginal and Torres Strait Islander Affairs on (07) 3224 2111. The telephone number for the Cairns Regional Office which has responsibility for the Cape York Region is (07) 4039 8177.

From my experience however, it is simply a matter of contacting the particular community and ascertaining their requirements. Camping fees generally apply at most communities where camping is available. The fees seem to range from about \$5.00 per vehicle per night up to about \$30.00 per night. Others charge an entry permit of about \$30.00 per week. There may also be a small per night camping fee on top of that. Again, the Exploroz site can be very helpful, and the Hema Maps of the area also contain contact details for the various communities. For areas on the coast north of Weipa, contact the Weipa Caravan Park on (07) 4069 7871.

The only permit currently required to access the tip of Cape York is one from the Injinoos people. This is however included in the cost of the ferry across the Jardine River. A small information booklet is also normally provided.

As far as I can ascertain, there are no annual or other permits generally available from the Queensland Parks and Wildlife Service, (which is a Division of the Qld Environment Protection Agency). They can be contacted on telephone (07) 3202 0000. However camping charges are levied for all Qld National Parks and State Forests. Generally, the charge is \$4.00 per person per night. If you are visiting any of the more popular National Parks or State Forests, particularly during any busy season or school holidays, it is highly advisable to book well ahead. It is a real pain I know, but you will need to know the exact dates of your visit to do so. Ballot systems may also apply, so check it out well in advance. A booking service for all of the more popular National Parks and State Forests is available on 13 13 04.

I also understand that entry fees are levied at such places as Fraser Island, Moreton Island and Bribie Island, as well as camping fees. A self registration process applies at Bribie Island at least.

For the more remote national parks you will either need to call into the appropriate Ranger Station to book your camp site and pay your fees, or in some cases, for example in Cape Melville and Lakefield, self registration requirements apply, which includes the camping fee of \$4.00 per night per person.

Another source of good information in Qld is “Naturally, Qld” which is the Government Tourist Bureau. They can be contacted on (07) 3227 8186.

Tasmania:

Entry fees and camping fees apply in all Tasmanian National Parks. A range of entry permits are available; A daily permit for a 24 hour period is \$20.00 per vehicle; a Holiday Pass is available for a 2 month period for \$50.00; and an Annual Permit is available for \$84.00.

Camping fees vary markedly in cost. They can range between \$5.00 per person and up to \$25.00 per couple and more per night depending on the facilities offered within the Park, and whether the area you intend to stay in is run by the Park Service or a commercial operator, and of course whether you want a powered or unpowered site or simply a tent site.

In peak periods, some of the Parks operate a ballot system due to demand, so you may need to apply many months ahead of the anticipated date of your visit. Out of peak season however, some of those same areas simply operate self registration system. So check the web site. You can contact the Tasmanian Parks and Wildlife Service on (03) 6233 6461 and/or the Entry Permit Section on (03) 6233 2108.

They also have a very informative web site at www.parks.tas.gov.au.

New South Wales:

In our home state, there are no aboriginal permit requirements that I am aware of, however, a number of our National Parks and Reserves do levy an entry fee. And, in some there is also an overnight camping fee. If you are in the habit of spending quite a few nights away in our own national parks, or you visit a number each year where charges are levied, then you might want to consider a National Park Annual Permit. They are available from a number of outlets, including Royal National Park and from the National Park Shop located in Cadman's Cottage at Circular Quay. Annual Permits are available with and without Kosciuszko entry. Prices are \$65.00 per annum and \$85.00 per annum with Kosciuszko entry included.

Daily rates of admission are reasonably high. For example the current daily rate of entry into Royal National Park is \$11.00 per vehicle.

And of course if you enjoy driving on the sand dunes at Stockton Beach, then you will need your Recreational Vehicle Area Permit for such activities. These are available at a number of outlets in and around Newcastle, including the Birubi Beach Service Station, Gan Gan Road, Anna Bay and the Birubi Beach Caravan Park in James Patterson Street, Anna Bay. They are also available at Out of Town 4WD at Barnsley and at the Tomago Village Van Park, Tomago Road, Tomago, which is probably the closest location for persons from Sydney. The minimum two day permit costs \$5.00 per vehicle, and a 12 month permit costs \$25.00.

The coastal run from Hawks Nest to Seal Rocks also requires a permit from the Council. Contact the Hawks Nest Visitor Information Centre at Myall Street, Tea Gardens. Telephone (02) 4997 0111. The local service station and real estate office are also supposed to have permits. The only permit on offer is an annual one at \$40.00 per annum. However, if you access the beach by way of the National Park, then your beach access within the National Park is free.

General

Don't forget, if you are dealing with a National Park Service or any Government Agency, and you have a Seniors Card or a Pension Card of some description, always ask whether a Seniors Discount is available. In most cases the answer is, yes!

Whilst every care has been taken in the preparation of this article, no responsibility can be accepted for either the accuracy of the contents or for any errors or omissions.

With your assistance we might also endeavour to maintain this information in an updated form and make it generally available on the Forum or by way of some other medium within the Club. So if you wish to amend, or add to any of the information contained in this article, please contact the undersigned on (02) 9523 9266.

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