

Policy for the Use of Recreational Vehicles

on State-Owned Lands
in Tasmania

2005



Policy for the Use of Recreational Vehicles

on State-Owned Lands in Tasmania

prepared by

Recreational Vehicle Working Group

2005



PARKS and WILDLIFE
SERVICE TASMANIA
DEPARTMENT
of TOURISM,
PARKS, HERITAGE
and the ARTS

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This Policy has been prepared by the Recreational Vehicle Working Group (RVWG), representing Tasmanian land managers, associated government agencies, the Tasmanian Recreational Vehicle Association (TRVA), and Dual Sport Motorcycle Riders Association (DSMRA) in conjunction with other stakeholders. It sets out the guidelines for use of recreational vehicles on State-owned lands in Tasmania. The RVWG will oversee implementation of this policy and review and revise it, if necessary, every 5 years following approval.

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Definitions and Acronyms

ATV	all terrain vehicle
DIER	Department of Infrastructure, Energy and Resources
DPIWE	Department of Primary Industries, Water and Environment
DSMRA	Dual Sport Motorcycle Riders Association
DTPHA	Department of Tourism, Parks, Heritage <i>and the Arts</i>
FT	Forestry Tasmania
GPS	global positioning system
HEC	Hydro-Electric Corporation
PWS	Parks and Wildlife Service
RV	recreational vehicle
RVWG	Recreation Vehicle Working Group
TRVA	Tasmanian Recreational Vehicle Association (4WD Tasmania)
4WD	four wheel drive
Major track upgrading	Use of earth moving machinery and/or more than two person days of work with hand tools.

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1 INTRODUCTION

This document has been prepared by the Recreational Vehicle Working Group (RVWG), representing Tasmanian land managers, associated government agencies, the Tasmanian Recreational Vehicle Association (TRVA), and Dual Sport Motorcycle Riders Association (DSMRA) in conjunction with other stakeholders. It sets out the policy and guidelines for the use of recreational vehicles on State-owned lands in Tasmania.

For the purposes of this Policy, a Recreational Vehicle (RV) is a vehicle driven off-highway and capable of either being fully road registered or of having Restricted Registration. This includes four wheel drives (4WDs), all terrain vehicles (ATVs) and motorbikes but not mountain bikes.

Until the 1960's there were only a few makes of vehicles (some of them ex Second World War) capable of traversing rough roads and tracks. These 4WDs and trail-bikes were used mainly by persons engaged in farming, forestry, mining, public works and hydro-electric development activities. However, a few outdoor enthusiasts, such as trout fishermen and hunters, also used these vehicles to reach remote areas in which to pursue their sport.

Today, many makes and models of RVs have come on the market. As well as for work purposes, they are purchased for a range of recreational uses not only by people who fish and hunt, but also by those who wish to go for the fun of driving somewhere different, perhaps to explore out-of-the-way places or have picnic outings with their families. The increase in use of RVs on State-owned lands raises a number of issues such as access and social/environmental impacts.

Drivers/riders are becoming more aware of the impact their vehicles can have, particularly in sensitive areas, and are generally prepared to modify their habits. The formation of clubs is seen as a positive move as members realise the future of their recreation, like other types of recreational use, depends on a responsible attitude to the use of State-owned lands and co-operating with land managers. Affiliation of these clubs with the TRVA or the DSMRA ensures that users and land managers can communicate effectively.

The State Government supports the responsible use of recreational vehicles and will administer the policy to ensure the continued use of appropriate tracks. Land managers, in conjunction with the TRVA and DSMRA, will endeavour to manage identified recreational vehicle tracks according to the guidelines in the policy. The TRVA and DSMRA will keep land management agencies up to date with identified recreational vehicle tracks, through roads and beaches that are being used by the groups. Identified tracks and areas include all those listed in the publications *Cruisin' Without Bruisin'* and *Ride Around Tasmania*.

If any issues arise that are not covered by this policy, or where the wording is unclear, the intent of the policy as expressed above should be applied.

2 STATE-OWNED LANDS

The policy applies to roads, tracks and beaches on all lands administered by Forestry Tasmania (FT), Hydro Tasmania and the Parks and Wildlife Service (PWS) of the Department of Tourism, Parks, Heritage and the Arts (DTPHA). Over the years a wide range of roads and tracks has formed on these lands. The policy does not apply to roads maintained by Department of Infrastructure, Energy and Resources (DIER) and Local Councils.

The extent of the lands administered by the three agencies is shown in broad outline on the 1:500,000 Tasmania Land Map. As at 2003, most of the 1:100,000 Tasmania Land Tenure map sheets are inaccurate as a result of significant changes to land tenure following the Tasmanian Regional Forest Agreement. Many of the 1:25 000 map sheets also do not show current tenure. However, up to date tenure at 1:25 000 is held digitally by DPIWE (Department of Primary Industries, Water and Environment) and the map sheets are progressively being updated.

Each agency is required by Government to manage its lands to achieve specific objectives relevant to the status of the land (State Forest [*Forestry Act 1920*], Conservation Area, Nature Recreation Area and Regional Reserve [*National Parks and Reserves Management Act 2002*], Public Reserve [*Crown Lands Act 1976*], etc.) Nevertheless, the management of these lands has a great deal in common and this policy has therefore been developed to apply to all lands. However, it should be noted that it will differ in a few aspects according to the status of the land and hence which agency is the managing authority.

The *Civil Liability Amendment Act 2003* provides an exemption for public authorities from liability arising from accidents associated with a recreational activity for which a reasonable risk warning has been given. An authority is not liable for harm arising from its failure to carry out road work unless it was aware of the actual risk that gave rise to the harm.

Forestry Tasmania

Forestry Tasmania manages State Forests and Forest Reserves. State Forests are managed under a 'multiple use' philosophy. They are managed predominantly for wood production, but allow for a range of other purposes such as natural and cultural heritage protection, preserving water quality, recreational use and tourism. Most roads on State Forest are "private" roads, but Forestry Tasmania generally permits the public to have right of access. However, forestry activities may result in certain roads and tracks being closed either on a temporary or permanent basis. In addition, areas of State Forest may be leased for purposes such as grazing in which case the permission of the lessee must be obtained before entering the land. Up-to-date information on which roads and tracks are available for vehicular use in particular areas should be obtained directly from Forestry Tasmania District Offices (see Appendix 1).

Hydro Tasmania

Hydro Tasmania manages areas of land for hydro-electric power generation. Most roads and tracks that are not gated, closed or signed to the contrary, are available for use. Occasionally areas may be leased for grazing in which case the permission of the lessee must be obtained before entering the land. Up-to-date information on which roads and tracks are available for vehicular use in particular areas should be obtained directly from District Offices of Hydro Tasmania (see Appendix 1).

The Parks and Wildlife Service

The Parks and Wildlife Service manages a range of reserves and unallocated Crown land. The reserves have been proclaimed under two acts.

Reserves proclaimed under the *Nature Conservation Act 2002* include National Parks, State Reserves, Nature Reserves, Game Reserves, Historic Sites, Conservation Areas, Nature Recreation Areas and Regional Reserves. Managed under the *National Parks and Reserves Management Act 2002*, these reserves have been dedicated to protect important elements of the natural and cultural environment and (except for Nature Reserves), to provide for varying forms and levels of public recreation and, in some reserve classes, certain resource use. The number of tracks on these lands available for recreational vehicular use is limited.

Public Reserves are proclaimed under the *Crown Lands Act 1976*. The main purpose of the reserves is to retain the land in as near its natural state as possible while accommodating uses which do not seriously compromise important natural and cultural values. Unallocated Crown land is managed under the *Crown Lands Act 1976*.

Up-to-date information on which roads and tracks are available for vehicular use in particular areas should be obtained directly from PWS District Offices (see Appendix 1).

All State - Owned Lands

Many of the lands have a plethora of much degraded tracks, the result of inappropriate use in the past. Even if it was desirable to maintain all of these tracks, government finance is simply not available to do so. A program has therefore commenced in conjunction with the TRVA and other interest groups to identify tracks suitable for continued vehicular use and to close and, where feasible, rehabilitate all unnecessary tracks.

User groups are encouraged to participate in aspects of management of State-owned lands through membership of, or contact with, advisory committees or other groups active in assisting land managers. For the Parks and Wildlife Service contact the Volunteer Facilitator on (03) 6233 2592; for Forestry Tasmania contact (03) 6233 8203. Individuals are also encouraged to have input into management plans as they are developed for particular areas.

It should be noted the DTPHA administers the *Aboriginal Relics Act 1975* which protects Aboriginal sites wherever they occur, ie. on private as well State-owned lands. Also the *Threatened Species Protection Act 1995* applies throughout the State regardless of tenure.

All vehicles on State-owned lands must comply with the *Vehicle and Traffic Act 1999*. Among other things, this means that all vehicles must either be fully registered or have Restricted Registration. In the case of Restricted Registration, a Certificate of Approved Operations is issued allowing use of a vehicle in nominated areas with permission and/or permits from the land manager. The Certificate of Approved Operations must be carried at all times in the vehicle when being used on State-owned lands. Any person operating a vehicle on State-owned lands must hold a current driver licence for the type of vehicle they are operating. The minimum age to hold a licence (Learners) is 16 years.

3 LEGISLATION

The management of lands outlined in Section 2 above and the control of vehicles on those lands are governed by the following legislation:

Aboriginal Relics Act 1975

Civil Liability Amendment Act 2003

Crown Lands Act 1976 (especially Section 46)

Crown Lands (Public Reserves) Regulations 2001

Environmental Management and Pollution Control Act 1993

Environment Protection (Noise) Regulations 1977

Fire Service Act 1979

Forestry Act 1920

Hydro-Electric Corporation Act 1995

National Parks and Reserves Management Act 2002

National Parks and Reserved Land Regulations 1999 (especially Section 12(3))

Nature Conservation Act 2002

Wildlife Regulations 1999

Police Offences Act 1935

Roads and Jetties Act 1935

Threatened Species Protection Act 1995

Vehicle and Traffic Act 1999

Vehicle and Traffic (Driver Licensing and Vehicle Registration) Regulations 2000

This legislation can be found at the following State Libraries:

1. State Reference Library (Hobart)
2. Launceston (Reference Section)
3. Burnie (Reference Section)
4. Devonport (Reference Section)

All Acts and Regulations are also available on the Tasmanian Legislation website:

<http://www.thelaw.tas.gov.au/>

Acts can be purchased from the Printing Authority of Tasmania, 2 Salamanca Place, Hobart, or ordered by phone on 6421 7889 (Devonport), 6434 6252 (Burnie) , 6233 3289 (Hobart) or FREECALL 1800 030 740.

4 MANAGEMENT ISSUES

The past three decades have seen a growth in public awareness of how we treat our environment. Much of this awareness has been focused on the management of public lands.

Once it was considered acceptable for vehicles to cross pristine natural areas with little consideration given to proper location or formation of the tracks. Subsequently, as the type and number of vehicles capable of negotiating rough tracks increased, recreational drivers/riders used many of these earlier tracks and sometimes formed new ones. Poorly located and temporarily formed tracks deteriorate rapidly - wheel tracks become deep gutters and wet sections become quagmires.

The end result is often very visible eroded surfaces, changed drainage patterns affecting vegetation, damage to vegetation, introduction of weeds and plant diseases into natural areas, and tracks that are impassable for periods of the year.

Recreation in its varied forms creates many impacts on the environment. In the main these are impacts that people impose on any landscape such as soil degradation, alteration to drainage patterns, introduction of weeds and plant diseases, notably *Phytophthora cinnamomi*, introduction of rubbish, increased fire risk, loss of heritage values and so on. Recreational vehicle use is no different in that it may initiate or accelerate these impacts. As with other forms of recreation there is a need for continued maintenance of tracks or, in the worst instances and as a last resort, the closure and rehabilitation of tracks. These works will, over time, require considerable financial or in-kind resources.

It is recognised that recreational vehicle drivers/riders derive considerable enjoyment from their activity. However, use of the vehicles raises a range of issues which are common to most recreational uses and which land managers must take into account.

These include:

Conservation and protection issues

- assessment of conservation values
- impact on ecosystems and significant communities and species, including threatened species
- disturbance of nesting birds, particularly on beaches
- soil stability, alteration to drainage patterns and deterioration of water quality
- spread of soil/plant diseases and weeds
- risk of fire in remote areas
- impact on cultural values, including Aboriginal values and sites, historic sites and wilderness values
- impact on geoconservation values such as limestone areas, dunes and peatlands

People issues

- demand for the particular form of recreation
- availability of opportunities on a State-wide or regional or local basis
- widespread under age and unlicensed use
- disturbance to other users, eg. noise
- lack of understanding by users of legal requirements relating to registration and licensing
- incompatibility with some other users

Land management issues

- dumping of rubbish
- illegal fishing and hunting
- theft of timber and firewood
- digging up or cutting of live vegetation
- cost of track maintenance and/or rehabilitation
- illegal fires
- vandalism

Recreational vehicle management issues

- many vehicles are high speed and difficult to apprehend
- the Police may be unable to assist with enforcement due to remoteness of location and/or other priorities
- many vehicles are unregistered
- increasing incidence of injury and death while using recreational vehicles
- ambulance and rescue costs in remote areas and associated insurance implications
- increasing penetration with improved RV technology – creation of new tracks, re-opening of old tracks and new access by quads to areas previously not accessible to motorised vehicles.

5 GUIDELINES FOR USE & MANAGEMENT OF TRACKS

The three land management agencies, the TRVA and the DSMRA have agreed upon these guidelines. They are drawn from techniques used by various agencies.

5.1 Agency Conditions

- It is the responsibility of drivers/riders to be aware of which agency manages the road, track or beach to be used and to obtain permission, as required. A list of regional and district offices for each agency is given in Appendix 1.
- In consultation with TRVA and DSMRA, agencies may set specific conditions for particular reserves or areas. The conditions will be made available to the TRVA, DSMRA and other interested parties.
- Drivers/riders are responsible for knowing and abiding by the conditions set.
- The TRVA and DSMRA are to liaise with land management agencies to maintain a list of identified recreational vehicle tracks, through roads and beaches that are being used by the groups. This list is to be updated on a regular basis by members of the associations and changes sent to the land management agencies. Vehicle tracks may be identified by track name, GPS coordinates or on a map.

5.2 Vehicles and Drivers

- All drivers/riders and their vehicles must comply with the *Vehicle and Traffic Act 1999*.
- All vehicles must be registered and display registration plates and label.
- All drivers/riders must hold a current relevant drivers licence.
- All drivers/riders of vehicles with restricted registration must carry a Certificate of Approved Operations in/on the vehicle at all times.
- In reserves managed under the *National Parks and Reserves Management Act 2002* there may be additional requirements. For entry to a national park a parks pass must be purchased. For some tracks a special authorisation from the local PWS office must be obtained.

5.3 Track Management

Land managers have adopted the following guidelines, several of which have been adapted from the Forest Practices Code.

- Prior to deciding on a major upgrading (ie. use of earth moving machinery and/or more than two person days of work with hand tools) or closure of any of the identified recreational vehicle tracks, through roads or beaches, land managers will consult with user groups (see Section 6.2).

- Tracks crossing highly erodible soils, such as granites, fine sandy soils or peats should not be used unless they have been stabilised, eg. hardened with gravel and appropriate drainage works done.
- Tracks traversing steep slopes, particularly those over 30°, on erodible soils should be used only when their soil structures permit positive and steady traction.
- Tracks should not be used in wet conditions if it is obvious their use will create rutting which causes water to by-pass culverts, grips, natural drains, etc.
- Use of tracks with boggy sections needs special consideration. Where there are boggy sections or large standing puddles, tracks may need to be closed until they dry out sufficiently or until damage can be contained, eg. by cording, stonework or timber by-passes. Tracks in boggy areas must not be allowed to increase in width.
- Where tracks have divided into several relatively parallel tracks, rationalisation of tracks needs to be undertaken. All unnecessary tracks should be closed off and, where feasible, rehabilitated.
- Some tracks in high altitude areas are particularly susceptible to damage due to the severe climatic conditions. These tracks should not be used during the winter and early spring or during extremely wet weather.
- Tracks on sand dunes need special consideration. They should be checked for the presence of Aboriginal sites and relics. Use of identified sand dune areas, such as Peron Dunes, near St Helens, is acceptable but access to such areas needs careful attention.
- Designated areas or tracks may be set aside by agencies for use as "driving challenges" but their use must not compromise the values of adjacent areas. Such an approach can be used as a method of alleviating pressure on more sensitive areas.
- Beaches are special cases where an authorisation is required for vehicle access, this may be a general authorisation by way of a sign, advertisement or publication or in some cases by individual authorisation.

5.4 Water Quality Management

The crossing of watercourses is an important consideration in determining the availability of tracks for use by recreational vehicles. No problems are posed where there are bridges, culverts or constructed fords. Where no such structures exist due consideration must be given to the following factors.

- **Erodibility of stream banks.** Entry and exit points should have solid, non-erodible bases and stream floors should be of hard-standing gravel or rock.
- **Location of water-supply intakes.** There should be no crossing of streams within 2 km upstream of a town or domestic water-supply intake.
- **Fish spawning streams.** Streams known to be important for spawning or breeding of fish or otherwise carrying rare fauna species (see Appendix 2), should only be crossed by vehicles if bridges, culverts or constructed fords are available.

5.5 Control of *Phytophthora* Root Rot

Phytophthora cinnamomi is a soil-borne pathogenic fungus, which attacks the root system of woody plants. The fungus is scattered throughout much of Tasmania in areas that are below an altitude of 800m above sea level and which have a mean annual minimum rainfall of at least 600mm. Infection will only occur where susceptible plants are present in a favourable environment, particularly in dry sclerophyll forests, heaths and sedgeland/moorlands. One of the principal means of spread of the fungus from contaminated areas to clean areas is through the transfer of soil on vehicles, footwear etc.

- Drivers/riders should always start each trip with a clean vehicle. Vehicles should be hosed down thoroughly, particularly the axle casings, wheels and tyres, chassis and underside components. Checks should be made that all soil particles have been removed particularly from inside sump guards, the inner sides of wheels, cabin floors and footplates. Drivers/riders should consider using commercial wash bays to avoid infection of home gardens. Washing vehicles also prevents the spread of weeds.
- Wherever possible drivers should undertake their trips when conditions are dry, to reduce spreading the disease.

5.6 Protection of Nesting Shorebirds

Protection of nesting shorebirds is a priority issue for beach driving. Nests are sited above the high water mark among beach debris and are extremely well camouflaged and difficult to see. Around Tasmania beach breeding birds are experiencing increasing disturbance.

- When driving on beaches vehicles should drive on firm damp sand below the most recent high tide and as close to the waterline as is practicable and safe.
- Access may be limited during the breeding season if monitoring shows disturbance.
- Priority areas for beach breeding birds have been identified. These may be areas in which vehicles are further controlled.

5.7 Heritage Protection

The remains of earlier uses by people are to be found right across the natural landscape of Tasmania, ranging from Aboriginal use and occupation dating back many thousands of years to more recent activities including agriculture, mining and forestry. Aboriginal sites include campsites where stone tools have been made and used (stone artefact scatters) and where shellfish have been collected and eaten (shell middens). All these areas are important to the present day Aboriginal community, as they are a significant link with their ancestors and way of life. More recent cultural heritage sites include 18th and 19th century dry stone walls, fencelines, chimney butts, shoe tracks, tramways, mining formations and old machinery.

- Drivers/riders are to be aware of their obligations under the *Aboriginal Relics Act 1975* and be aware that Aboriginal sites may occur right across the landscape and particularly within one kilometre of the coast.
- Vehicles must not be driven over Aboriginal sites, including layers of shells indicative of middens, artefact scatters, stone arrangements, quarries or hut depressions.
- Vehicles must not be driven on sand dunes or blow-outs which have Aboriginal shell middens or other sites on or in them except on formed tracks that the managing agency has agreed to retain.
- To avoid new damage to Aboriginal sites, vehicles must keep to existing formed tracks, especially when accessing beaches.
- Where identified Aboriginal sites are located on tracks alternative access past the area will be negotiated.
- Vehicles must not be driven over ruins or other features that may be of historic value.

5.8 Fire Protection

- In areas controlled by Hydro Tasmania and DTPHA fuel stoves are recommended for cooking and must be used within *Fuel Stove Only Areas* where cooking fires are prohibited.

- Where campfires are permitted for cooking and warmth, light them in the fireplaces provided or only on sites where there is no flammable material within a radius of 3 metres. Use only fallen dead wood. No trees, dead or alive, are to be cut down for campfire use. Keep cooking fires small and make sure they are extinguished before leaving.
- Fires should not be lit in alpine or rainforest areas. The lighting of fires on peat or marram grass is illegal. Peat is an organic soil typically black or brown in colour and generally more than 150mm deep.
- The Tasmanian Fire Service may declare days of Total Fire Ban and such bans must be strictly observed.
- On land managed by Forestry Tasmania access to certain areas may be prohibited on days of very high to extreme fire danger.

5.9 Minimal Impact Use

- Specific guidelines for minimal impact use are contained in the publications *Cruisin' Without Bruisin'* and *Ride Around Tasmania* which are produced and circulated to support this policy.
- All rubbish and litter generated must be taken home or disposed of properly at authorised waste disposal sites.
- Use toilets where provided.
- Where toilets are not provided, faecal waste must be disposed of at least 100 metres from campsites and watercourses. It should be buried in a hole at least 150mm deep, but archaeological sites such as middens, must be avoided.
- Some areas of public land may be zoned for other forms of recreation, eg. horse-riding, and are not available to recreational vehicle drivers. Drivers/riders need to be aware of these areas.
- Drivers/riders using parts of the Tasmanian Trail should be aware of and respect the rights of other users.
- Drivers/riders must exercise particular care on beaches when other users are present.
- Drivers/riders must exercise particular care at or near campsites to ensure the sites are kept safe and quiet. All users must respect the rights of other users.
- Camping should be at established campsites. Avoid creating new campsites and expanding existing sites.
- Washing must be done at least 50 metres away from creeks. Use of soaps and detergents should be minimised as they can affect water quality.
- Chainsaws are prohibited in areas reserved under the *Nature Conservation Act 2002* and *Crown Lands Act 1976*. This includes chainsaws in vehicles where they are on a road terminating in any reserved land or public reserve unless permission is granted by the land manager.

5.10 Compliance

- Drivers/riders must comply with legislation, including lawful instructions from authorised officers or by authorised signage. An authorised officer includes a Forest Officer, Hydro Tasmania Staff Member, Bailiff of Crown Land, a Ranger or a Police Officer. Non-compliance may result in prosecution.
- Drivers/riders must comply with signs and notices and must not proceed, without prior permission, beyond gates and barriers erected by land management agencies, leaseholders or adjoining private land-holders.
- Signs, notices and barriers may be erected or placed at or near the area concerned and as soon as practicable following any change in conditions. Notices may also take the form of advertisements placed in the media, such as newspapers or announcements on radio or television, as a short-term measure but will not take the place of a sign at the site.

5.11 Permits/Fees/Bonds

- Permits may be required for the use of certain roads, tracks and beaches.
- Park entry fees apply in national parks. In addition, fees may apply to some specific tracks, in which case some of the fees may be made available for maintenance of tracks, and to provide educational materials or programs for drivers.
- Bonds may be required for the holding of certain events such as rallies and navigation trials.
- Clubs and organisers of events are required to take out public liability insurance.
- An authority may be required to access through gated tracks.
- Deposits and conditions may apply to the issue of keys to some gates.
- Tracks/areas listed in the publication *Ride Around Tasmania* are agreed for recreational vehicle use for the purposes of RV registration.

6 GUIDELINES FOR AGENCIES REGARDING THE CLOSURE OF TRACKS

Land managers should consult the list of recreational vehicle tracks identified by the TRVA and DSMRA (see Section 5.1) when any vehicle track closure is being considered. As a general rule tracks will only be closed as a last resort following consideration of alternatives.

6.1 Circumstances

Roads, tracks and beaches may be closed by the relevant agency on a temporary or permanent basis due to a number of circumstances, such as:

- days of Total Fire Ban or extreme fire danger (Fire Weather Warning VH+)
- physical factors, eg. bridge down, deterioration of track surface, track under repair (refer to Sections 5.3 and 5.4)
- adverse seasonal conditions
- logging operations
- organised events
- to protect natural values, eg. vulnerable soils, rare species, nesting birds, spawning fish
- to protect cultural values (refer to Section 5.7)
- where the Government has a legal responsibility to protect drivers/riders and the public against accidents.

6.2 Procedures

Urgent Track Closure

Urgent track closure may occur on days of Total Fire Ban. On these days drivers/riders should contact the relevant agency for advice. The public is advised of days of Total Fire Ban and extreme fire danger days through the normal media outlets. Land management agencies may decide to close particular roads and tracks immediately for one or more days for safety reasons.

Immediate Track Closure

Where an identified recreational vehicle track (refer Section 5.1), through road or beach must be closed immediately, eg. for safety reasons, and is unlikely to be re-opened for some time, closure will be effected by the agency concerned and the following steps taken:

- the TRVA, DSMRA and RVWG will be advised and reasons given as to the closure;

- an explanatory sign will be erected at the entry to the road, track or beach;
- a notice may be placed in the regional daily newspapers to advise the public;
- the TRVA, DSMRA and RVWG will be given the opportunity to discuss measures whereby the track may be re-opened.

Non Urgent/Long Term Track Closure

Where an identified recreational vehicle track (refer Section 5.1), through road or beach is being considered for closure for a non-urgent reason, consultation will occur with the TRVA, DSMRA and any other parties the agency may consider has an interest in the area. If the final decision is to close an identified recreational vehicle track, through road, beach or area:

- the TRVA, DMSRA and RVWG will be advised;
- a notice may be placed in the regional daily newspapers to advise the public;
- explanatory signs and physical barriers will be erected at entry points to the road, track or beach (refer Section 5.3).

7 OTHER CONSIDERATIONS

7.1 Licensing of Roads and Tracks

- Certain roads, tracks and areas may be licensed under special conditions for exclusive use by approved clubs or groups.
- Prior to licensing of roads and tracks, the agencies concerned will consult with any other parties whose interests may be affected.

7.2 Voluntary Assistance

User groups may be asked to assist, on a voluntary basis, with basic maintenance on roads and tracks. Groups may be encouraged to be responsible for the maintenance of particular roads and tracks subject to conditions set by the land managing agencies. Groups may also consider other voluntary conservation work agreed with the land manager, as part of their enjoyment of areas.

7.3 Works Program

In consultation with recreational vehicle users, each agency will develop a program of works for tracks available for use by recreational vehicles, based on available funding.

7.4 Monitoring and review

- Each agency should maintain a register of issues and reported problems concerning tracks available for recreational vehicle use.
- Users of tracks and areas should report any known problems to the relevant land manager.
- The RVWG will monitor implementation and effectiveness of this policy and review and revise, if necessary, every 5 years.

APPENDICES

Appendix 1 List of Regional and District Offices

FORESTRY TASMANIA

SOUTHERN REGION

Head Office
79 Melville St
Hobart, 7000
(03) 6233 8203

Derwent District
79 Melville St
Hobart, 7000
(03) 6233 8203

Victoria St
Triabunna, 7190
(03) 6257 3243

Gordon River Road
National Park, 7140
(03) 6288 1140

Huon District
Main Rd
Geeveston, 7116
(03) 6297 0012

NORTHERN REGION

Bass District
88 King St.
Scottsdale, 7260
(03) 6352 6466

Legge St. Fingal, 7214
(03) 6374 2102

Mersey District
Stony Rise Government Offices
Tugrah Rd
Devonport, 7310
(03) 6424 8388

Murchison District
1 Tristania Avenue
Camdale, 7320
(03) 6434 6345

The Esplanade
Strahan, 7468
(03) 6471 7176

Nelson Street
Smithton 7330
(03) 6452 1317

HYDRO-ELECTRIC CORPORATION

Trevallyn
Trevallyn
(03) 6337 7104

Lower Derwent
Liapootah
(03) 03 6261 6801

Strathgordon
Gordon Power Station
(03) 6271 4820

Head Office (office hours)
4 Elizabeth St.
Hobart
(03) 6230 5660

Great Lake/ Poatina Area
Poatina General Office
(03) 6397 8254

Mersey/ Forth
Gowrie Park Administrative Centre
(03) 6491 2869

Pieman/ King
Tullah Office
(03) 6420 4002

PARKS AND WILDLIFE SERVICE

	Location	Postal Address	Phone
CITY OFFICES			
Hobart	134 Macquarie Street Hobart	GPO Box 1751 Hobart 7001	(03) 6233 5732
Launceston	165 Westbury Road, Prospect	PO Box 46 Kings Meadows 7249	(03) 6336 5312
NORTH EAST			
St Helens	Eagle Street, St Helens	PO Box 353 St Helens 7216	(03) 6376 1550
Freycinet	Freycinet National Park	Private Bag Bicheno 7215	(03) 6256 7000
Flinders Island	2 Lagoon Road, Whitemark	PO Box 47 Whitemark 7255	(03) 6359 2217
NORTH WEST			
Ulverstone	12 Short Street Ulverstone	PO Box 809 Ulverstone 7315	(03) 6429 8719
Cradle Mountain	Cradle Mountain National Park	PO Box 20 Sheffield 7306	(03) 6492 1133
Arthur River	Arthur River Road, Arthur River	PO Box 715 Smithton 7336	(03) 6457 1225
Smithton	130 Nelson Street, Smithton	PO Box 715 Smithton 7336	(03) 6452 4997
WEST			
Queenstown	Penghana Road, Queenstown	PO Box 21 Queenstown 7467	(03) 6471 2511
Lake St Clair	Lake St Clair	C/- PO Derwent Bridge 7140	(03) 6289 1172
Strahan	Customs House Esplanade, Strahan	PO Box 62 Strahan 7468	(03) 6471 7122
NORTH			
Tamar	165 Westbury Road, Prospect	PO Box 46 Kings Meadows 7249	(03) 6336 5397
Mole Creek	Maracoopa Cave	PO Box 172 Mole Creek 7304	(03) 6363 5133
Mersey	Narawntapu National Park	PO Box 153 Devonport 7310	(03) 6428 6277
Liawenee	C/- Rangers Office Lake Highway Liawenee 7030	C/- Post Office Liawenee 7030	(03) 6259 8148

	Location	Postal Address	Phone
SOUTH EAST			
Seven Mile Beach	293 Surf Rd Seven Mile Beach 7170	293 Surf Rd Seven Mile Beach 7170	(03) 6214 8100
SOUTH			
Bruny Island	Coolangatta Road, Adventure Bay	C/- Post Office Adventure Bay Bruny Island 7150	(03) 6293 1419
Huonville	22 Main Road, Huonville 7109	22 Main Road Huonville 7109	(03) 6264 8460
Mt Field	66 Lake Dobson Road Mt Field National Park	66 Lake Dobson Road National park 7140	(03) 6288 1149
Derwent	13 St John's Avenue Newtown 7008	13 St John's Avenue, Newtown 7008	(03) 6233 6560

Appendix 2

Streams and Waterbodies Important for Spawning and Breeding of Fish

Streams draining into the following waterbodies are known to be important for spawning and breeding of fish (see 5.4)

Arthurs Lake	Lake Gardiner	Lake Pedder
Lake Barrington	Great Lake	Penstock Lagoon
Lake Binney	Lake Isandula	Pine Tier Lagoon
Bradys Lake	Lake King William	Lake Repulse
Bronte Lagoon	Lagoon of Islands	Lake Rosebery
Lake Catagunya	Laughing Jack Lagoon	Lake Rowallan
Lake Cethana	Lake Lea	Lake Sorell
Cluny Lagoon	Lake Leake	Tooms Lake
Lake Crescent	Little Pine Lagoon	Tungatinah Lagoon
Dee Lagoon	Lake Mackenzie	Wayatinah Lagoon
Lake Dulverton	Lake Mackintosh	Western Lakes
Lake Echo	Meadowbank Lake	Woods Lake
Lake Fergus	Lake Parangana	

NOTES :

1. The list has been restricted to those streams known to be of critical importance to lake trout fisheries. However, many small tributaries of larger rivers are also critical for spawning and rearing young fish.
2. Tracks crossing other streams may be closed to protect rare, endangered or threatened faunal species.

SOURCE: Inland Fisheries Service, 1993.

Contact Inland Fisheries Service General Enquiries phone (03) 6233 4140
Email: infish@ifs.tas.gov.au

Appendix 3

Minimal Impact and Conduct Code for Recreational Vehicle Driving in Tasmania

- Always drive in a careful and responsible manner. Future use of tracks depends on your behaviour.
- Obtain a map or information and check who controls the land and what regulations apply.
- Obtain permission to cross private land. Respect landowners' rights. Thank property owners for their co-operation.
- Obtain a permit to enter controlled areas. Observe the conditions of the permit and ensure that all members of your party do likewise.
- Obey track closures and regulatory signs.
- Stick to existing tracks. Do not pioneer new tracks or take short cuts across flat and open ground
- Ford creeks at designated crossings
- Stay off tracks when they are wet and easily cut up, repairing damage is expensive.
- In extreme circumstances where detours are necessary, select a route that will cause as little damage as possible.
- Repair any track or terrain damage if practical and with the approval of the managing agency.
- Do not drive on vegetated dunes.
- Drive on and off beaches at designated points.
- Use wheel chains only as a last resort.
- Where winching becomes necessary, winch between vehicles if possible, otherwise use tree trunks adequately protected by padding or webbing.
- Leave all gates as you find them.
- Do not willfully disturb stock or wildlife.
- Keep the noise level down, loud noise is not acceptable in a bush environment.
- Respect the rights of others.
- Obey all fire restrictions. Extinguish your camp-fire before leaving.
- Take your rubbish home or dispose of it at authorised waste disposal sites.
- Join a club and support responsible recreational vehicle use.

**Produced by the Tasmanian Recreational Vehicle Association Inc.
in the interests of promoting responsible recreational vehicle use, June 1993.**

Appendix 4

Relevant extracts from *Crown Lands Act 1976*, *Crown Lands Regulations 2001*, *National Parks and Reserved Lands Regulations 1999*

Crown Lands Act 1976

46. (3) No person shall, without lawful authority – ...

(b) drive any vehicle on a part of any beach or foreshore that is being used by people for bathing, playing or other recreational purposes.

Crown Lands Regulations 2001

5.(1) Unless an authority is granted under Division 5, a person must not drive a vehicle off a road in any public reserve.

A road means:

- (a)** any road or track constructed by, or on behalf of the managing authority with a surface suitable for the use of vehicles
- (b)** any place set aside by the managing authority for the parking of vehicles

19. (9) Unless an authority is granted under Division 5, a person must not –

- (a)** use a chainsaw in any public reserve; or
- (b)** have a chainsaw in possession in any public reserve.

(Above does not apply if the chainsaw is in a vehicle that is moving on a road that does not terminate in any public reserve.)

National Parks and Reserved Land Regulations 1999

4. (10) Unless authority is granted, a person must not –

- (a)** use a chainsaw in any reserved land; or
- (b)** have possession of a chainsaw in any reserved land.

(Above does not apply if the chainsaw is in a vehicle that is moving on a road that does not terminate in reserved land.)

12. (3) Unless authority is granted, a person must not drive a vehicle in any reserved land except on a road.

A road is defined as:

- “(a) a constructed road with a surface suitable for the use of motor cars; or
- (b)** any place set aside by the managing authority for the parking of vehicles”

ie. does not include vehicular tracks, even if they are not closed by means of a gate or sign.