

Below Table 2 summarises the distances of the various trail components, albeit the Full day soft adventure or the Two day river safari experience.

Table 2: River Distances (Riemvasmaak)

Section	Product	Activity	From	To	Km	Total distance
2	a. Full day soft adventure	Rafting	Hamerkop	Daberas	26.50	26.50
	b. Two day river safari		Hamerkop	Kwaaiputs	29.50	35.50
			Kwaaiputs	Biesies se Loop	6.00	

4.3.2.4 Requisite Actions

The following actions are required to ensure that the CDP for this river section can be achieved:

- Discussions with the Riemvasmaak Community regarding the development of the Bloutputsbrug Trailhead, and their participation in a CPPP;
- Prepare a concession agreement based on the South African PPP Toolkit for Tourism and Namibian concession model between SANParks, the Riemvasmaak Community, and a Private sector operator, with financing through the Community;
- Discussions with the Daberas Farm owner for the full day soft adventure take-out point;
- Discussions with SANParks regarding the overnight stop and Kwaaiputs take-out; and,
- Conclude a revenue sharing agreement with the relevant property owners.



Map 56: CDP, Section 2 (Riemvasmaak)



Map 57: CDP, Section 2 (Blouputs Adventure Hub)



Map 58: CDP, Section 2 (Daberas take out point and Biesie se Loop WCS)



Map 59: CDP, Section 2 (Kwaaiputs take out point)

4.3.3 River Section 3 (Onseepkans)

4.3.3.1 Integrated Concept Proposal

The section of the river between the western boundary of the AFNP and Onseepkans is currently used by some commercial operators, starting at Byna Bo Farm or Raap-en-Skraap, and ending at Onseepkans. These operators have informal agreements with the landowners providing access, accommodation or camping, yet to ensure security of operations and investment it is recommended that these accesses, accommodation, overnight stops be formalised in Trailhead Agreements.

The concept for this section consists of an Adventure Hub at Raap-en-Skraap farm serving both river trail sections - Byna Bo Farm to Raap-en-Skraap (3 day); and Raap-en-Skraap to Onseepkans Mission (2 day), and trailheads at Byna Bo Farm and the Onseepkans Mission. Having a single hub from which to base operations, the concessionaire can have a full control over guest experiences, as well as equipment, guest vehicles, signage etc. This will require the provision of a shuttle service for guests to the start of the 3 day river section, and from the Mission back to the hub at the end of the 2 day section. This will additionally enable the concessionaire to establish an identity for this section, differentiating it from the other river sections. Undertaken in this way, all aspects of the guest experience can be addressed, specifically signage to get to the hub rather than having several optional accesses, safe parking, orientation, preparatory briefing and debriefing, shuttling, equipment maintenance, etc.

It is recommended that the take-out for this river section be at the Onseepkans Mission rather than the bridge. As a community whose land has recently been restituted, it is imperative that this community plays an active role in the ecotourism development of the region. Additionally, the Mission provides an excellent end to the river trip, since it provides a unique sense of place, is removed from the border post, traffic etc, and affords visitors with a direct link to the community historically associated with this region. (Refer Figure 20.)

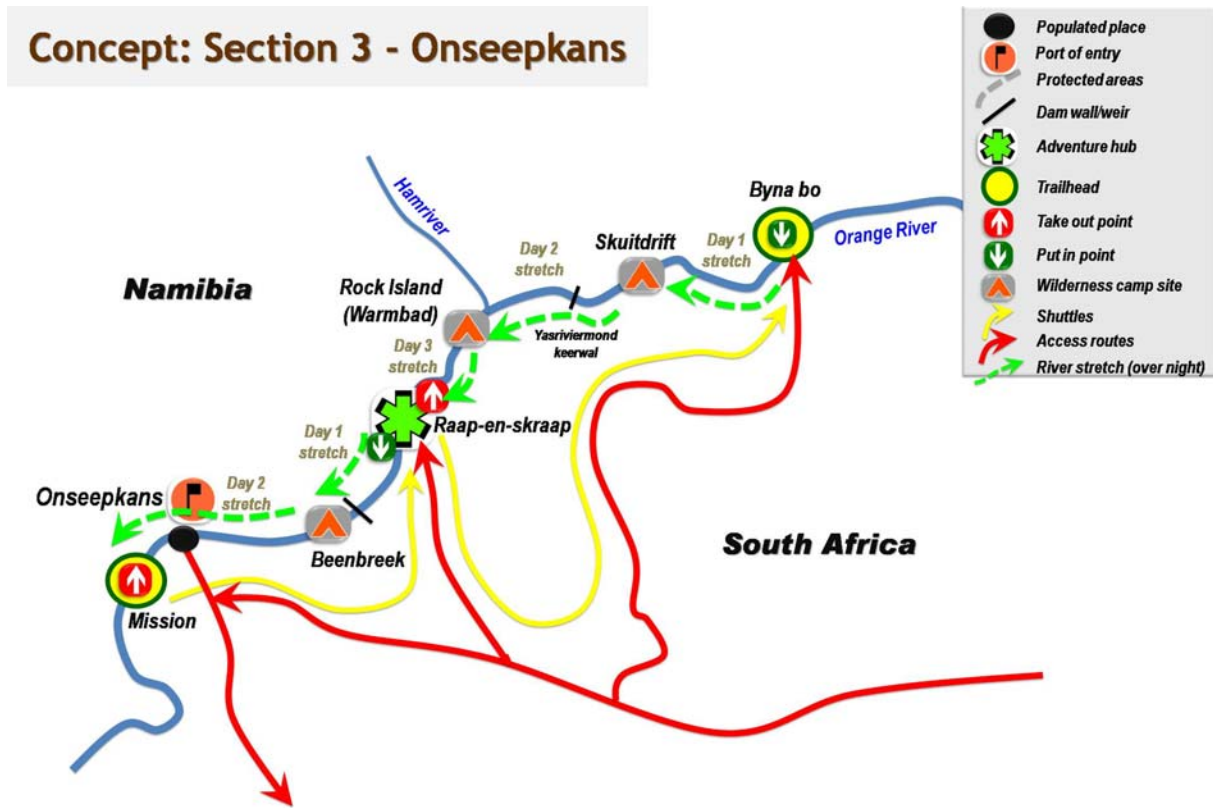


Figure 20: Integrated Concept Proposal, Section 3 (Onseepkans)

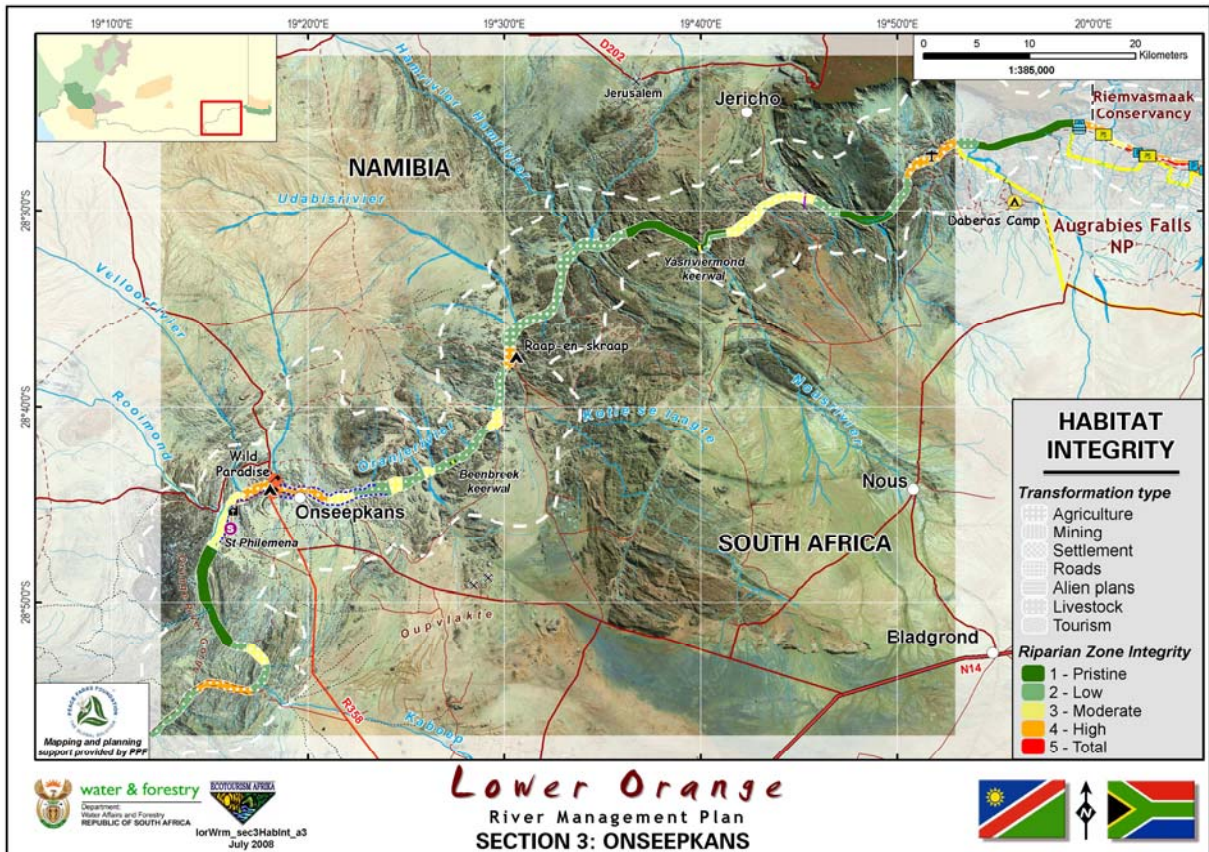
4.3.3.2 Sensitivities

Most of this river section is characterised by riparian habitats that have few impacts, mainly low and moderate, with two short pristine sections, with the impacts mainly coming from agriculture and stockfarming. Three short sections have high levels of impact, these being at Daberas Farm, Raap-en-Skraap Farm, and Onseepkans.

The pristine sections should be respected, and arrangements should be made to assist the landowners in retaining the integrity of these. No permanent infrastructure should be allowed nor encouraged.

Critical to unlocking the ecotourism potential is obtaining a collective approach by the various landowners to their efforts to utilise the river for canoeing and rafting trips. This can be achieved by having clear starting points and trailheads, overnight campsites, and take-out points. It is recommended that the Onseepkans Mission be used as the main take-out point due its strategic position and its historical significance. A percentage of the income generated from these river trips should be allocated to the landowners on both sides of the river depending on their respective contribution, shoreline only, trailhead, overnight stop etc. Additionally, these river trips should not detract from the possibility of the landowners developing other tourism activities such as 4x4 routes etc. which could use the river region as an attraction. The placement of these facilities should however not conflict with the river trip infrastructure nor the design of the experience.

Due to the nature of the river ranging initially from perennial pools, and pools and ripples, to braided and rocky braided, it is essential that commercial trips be guided to ensure that the correct channels and lines be chosen. An advantage of this approach is that the fear of landowners that uncontrolled access to their land, farms, and property can be negated by having control over the operators, their guests and operations, and that access can be planned both along the road, through signage, and the provision of shuttles, and along the river, through guides and operators. (Refer to Map 60.)



Map 60: Habitat Integrity, Section 3 (Onseepkans)

4.3.3.3 CDP

The design of this section of the river is based on the current use patterns, yet aims to formalise this into a concession by limiting aspects such as competition, controlling aspects such as access, and providing benefits to the broader region, aligned with the conservation planning initiatives currently being investigated in the region.

By centrally locating an adventure hub in the middle of this river section it will be possible to facilitate access to the region, through a single set of signage to a single river access point. From this point guests will be shuttled to the put-in point at Byna-Bo farm (refer Maps 61 and 62), which should be developed as a trailhead with toilets, clean water, shade for the safety briefing and orientation, while guests partaking in the two day stretch from Raap-en-Skraap to Onseepkans Mission will receive this at the Adventure Hub at Raap-en-Skraap. The hub will also serve as take-out point for the three day river trail, and as resupply point for guests undertaking the full five day river experience along this section of the river.

Overnight stops or camps must be developed at Skuitdrift (refer Map 63) and Rock Island (refer Map 64), on the farms Skuitdrift and Warmbad, to serve the first portion of the river experience along this river section, and at Beenbreek along the second portion. The adventure hub should include accommodation for guest prior to and after the river safaris.

The three day Byna-Bo to Raap-en-Skraap river experience covers a total distance of 50km, divided into a 17km first day, from the Byna-Bo Trailhead to Skuitdrift, a 21km section from Skuitdrift to Rock Island River camp on the Warmbad farm; and a 12km paddle from Rock Island camp back to the adventure hub at Raap-en-Skraap. The first day is relatively short since this day will include the shuttle to the trailhead, the safety and orientation briefings, getting guests ready for the river, and testing their fitness levels. The second day is longer since more time is available for paddling, probably divided into two leisurely sessions, one in the morning and one in the afternoon, or a long early paddle culminating in a long leisurely afternoon at the Rock Island River Camp, possibly including a visit to the mineral spring that gives the farm its name.

The final day on this section is a relatively short paddle of 12km, allowing sufficient time for guests to continue with their journey, or to resupply if they intend undertaking the four day river trip, which would require a further 14km paddle to the overnight stop at Beenbreek (refer Map 66), a total distance for the day of 26km for the third day of this extended trip.

The two day experience would start with a safety and orientation briefing at the Raap-en-Skraap Adventure Hub (refer Map 65), followed by a leisurely paddle of 14km to the Beenbreek overnight stop. Depending on the fitness levels of the group and the level of the river this can be undertaken in a single or divided paddling session, with a stop for refreshment along the way. The second day entails a 18km paddle to the Onseepkans Mission (refer Map 67). For guests that will be overnighing at the adventure hub this will be followed with a shuttle back to the hub for a relaxing evening before continuing with their journeys, while guests that would like to immediately continue with their journey, a service of transporting their vehicle to the Mission should be offered. However, this would not be optimal in terms of the river experience since guests would be tired after the 18km stretch and night spent along the river. Ideally guests should be encouraged to spend the last night at the Raap-en-Skraap Adventure Hub. This would allow sufficient time for debriefing utilising aspects such as videos and photographs, as well as discussions over a campfire.

The four day option would combine all the river camps, starting at the adventure hub, putting in at Byna-Bo, paddling the 17km to Skuitdrift on the first day, the 21km to Rock Island on the second, 12km to Raap-en-Skraap to resupply followed by a 17km paddle to Beenbreek on the third day, and 18km to the Onseepkans Mission on the last day, prior to being shuttled back to the hub for the last evening, a total distance of 82km over four days. This should be packaged as a stand alone adventure product requiring six days, one for arrival and one for departure, and four nights on the river. Linked to the shorter options, 2 and 3 day, this will significantly increase the viability and marketability of this river section as a concession.

In this light it is recommended that this river section be managed as a single concession product.

Below Table 3 summarises the distances of the various trail components, both the three day and the two day river safari experiences, which can be combined into a four day experience.

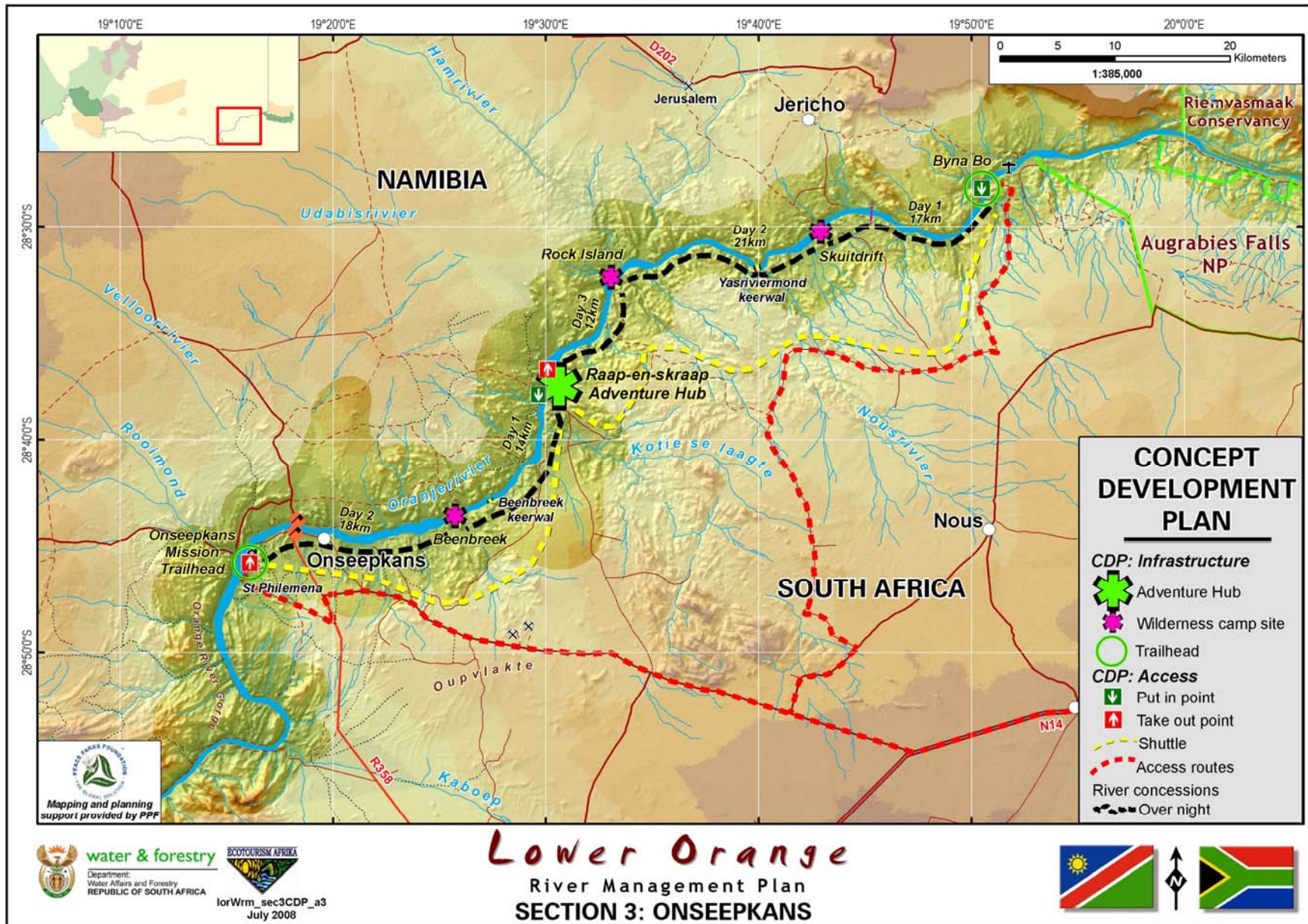
Table 3: River Distances, Section 3 (Onseepkans)

Section	Product	Activity	From	To	Km	Total distance
3	a. Three day river safari	Rafting	Byna bo	Skuitdrift	17.00	50.00
			Skuitdrift	Rock Island (Warmbad)	21.00	
			Rock Island (Warmbad)	Raap-en-skraap	12.00	
	b. Two day river safari		Raap-en-skraap	Beenbreek	14.00	32.00
			Beenbreek	Onseepkans Mission	18.00	

4.3.3.4 Requisite Actions

The following actions are required to ensure that the CDP for this river section can be achieved:

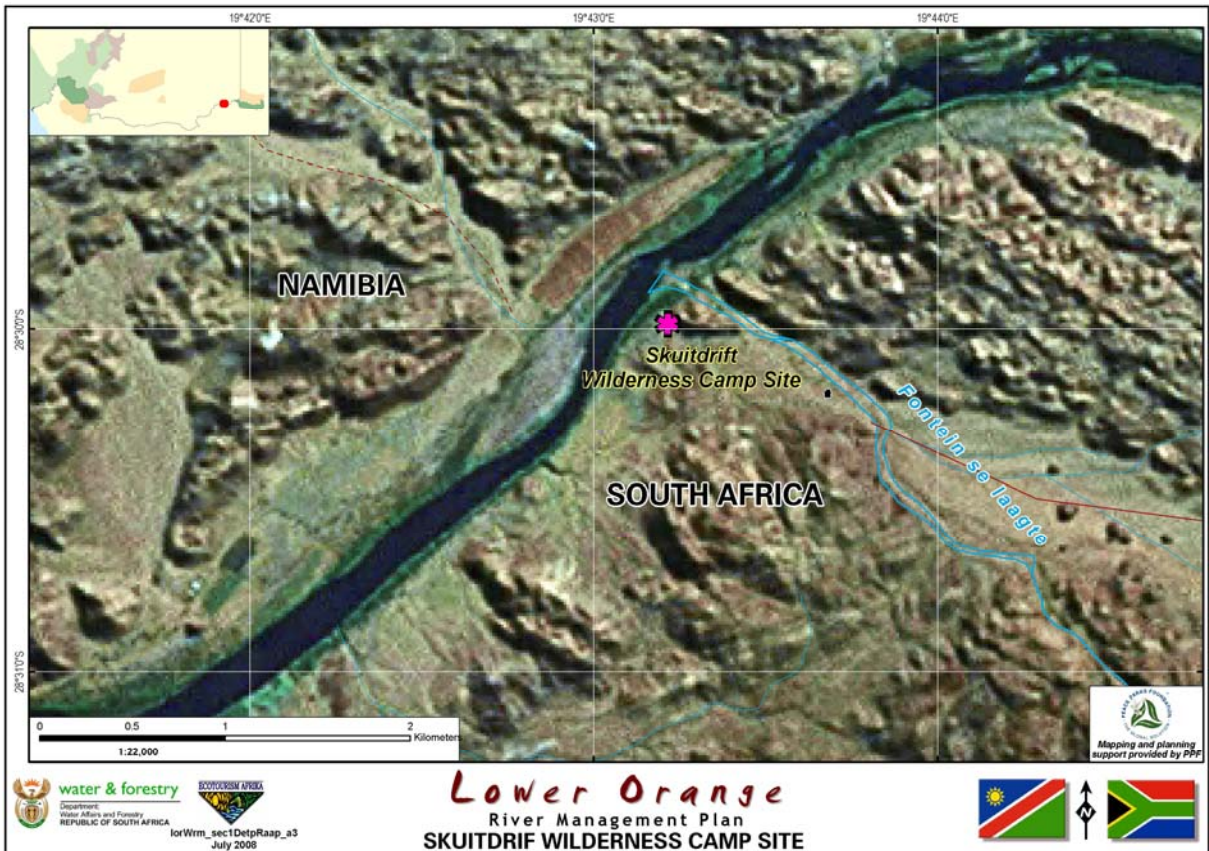
- Discussions with the owners of Raap-en-Skraap farm for the development of the Adventure Hub;
- Discussions with the owners of Byna-Bo farm and the Onseepkans Mission for the development of trailheads at these points;
- Discussions with the owners of property on which the Skuitdrift, Rock Island, and Beenbreek overnight camps are to be developed;
- Conclude a revenue sharing agreement with the relevant property owners;
- Package this as a single river concession, and source an operator.



Map 61: CDP, Section 3 (Onseepkans)



Map 62: CDP, Section 3 (Byna Bo Trailhead)



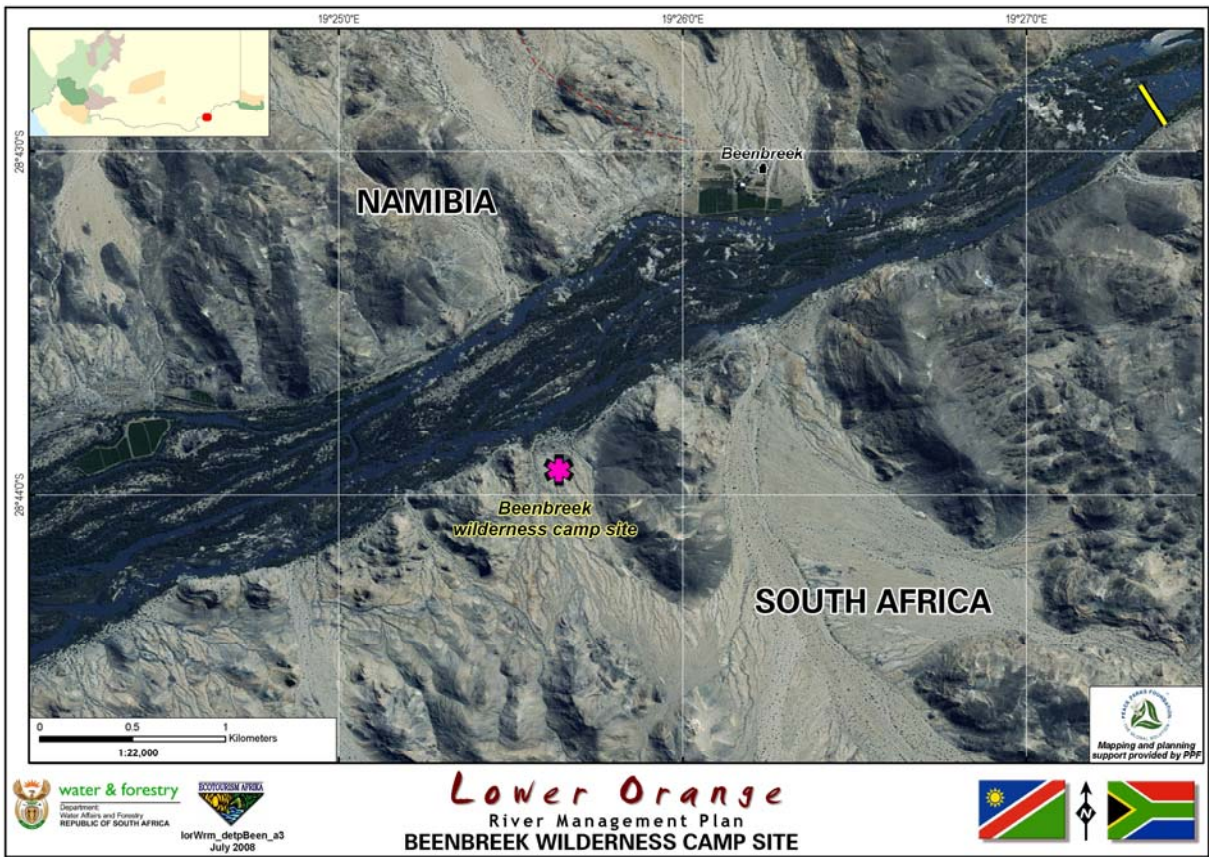
Map 63: CDP, Section 3 (Skuitdrif Wilderness Camp Site)



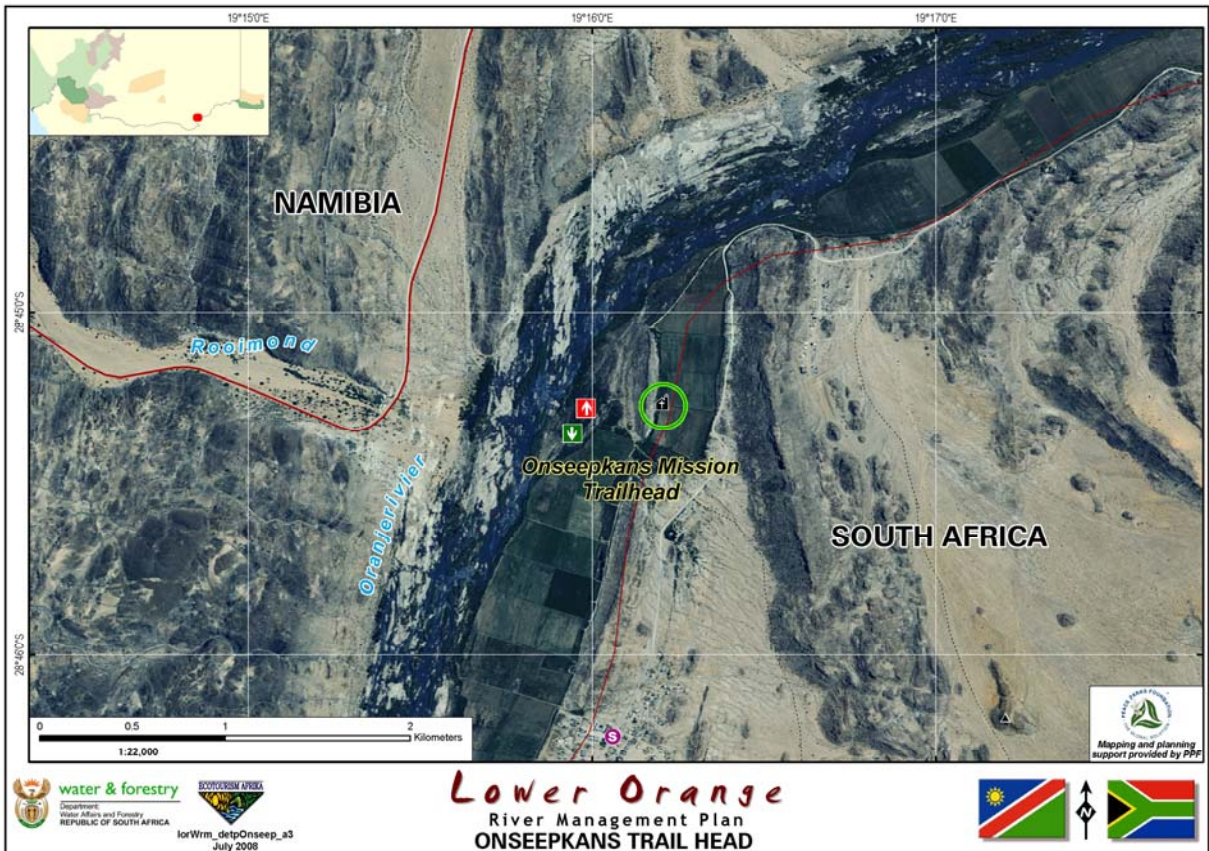
Map 64: CDP, Section 3 (Rock Island Wilderness Camp Site)



Map 65: CDP, Section 3 (Raap-en-Skraap Adventure Hub)



Map 66: CDP, Section 3 (Beenbreek Wilderness Camp Site)



Map 67: CDP, Section 3 (Onseepkans Trailhead)

4.3.4 River Section 4 (Oranjevalle)

4.3.4.1 Integrated Concept Proposal

Even though this section of the LOR is relatively short, it is characterised by complex braiding and a dangerous waterfall. Currently, this section of the river is used for training of river guides, since it provides a myriad of river conditions, all necessary to improve understanding and skills required for river trips. Additionally, this is a beautiful section of the river, with a rich cultural heritage and could be used for two sets of multi-day trips, all starting at Coboop farm, with a trailhead at Onseepkans Mission, and a take-out at Pella Drift, close to Pella Mission, inextricably linking the cultural heritage of the region together.

Due to the specific requirements and standards required for the training of river guides it is recommended that a CPPP be established, where the Onseepkans Trust forms a partnership with an accredited training institute to provide not only river guide training pertaining to safety, rescue, river trip leadership etc. but also for aspects such as catering, equipment care, interpretation etc. Coboop Farm is ideally positioned for this, and provides maximum benefit to the Trust as landowner, equity partner and financier. The private partner will be responsible for the training programme, curriculum and operation, while the public sector can act as conduit for funding of the training programmes on behalf of beneficiary communities such as Riemvasmaak, Onseepkans, Warmbad, Pella, etc. This will broaden the pool of available guides available for employment within the river industry not only along the LOR, but also further afield, and negate the need to continuously import river guides and assistants.

Besides the training component, commercial river trips could be offered along this section as well, both from Onseepkans to Coboop, and from Coboop to Pella. (Refer Figure 21.)

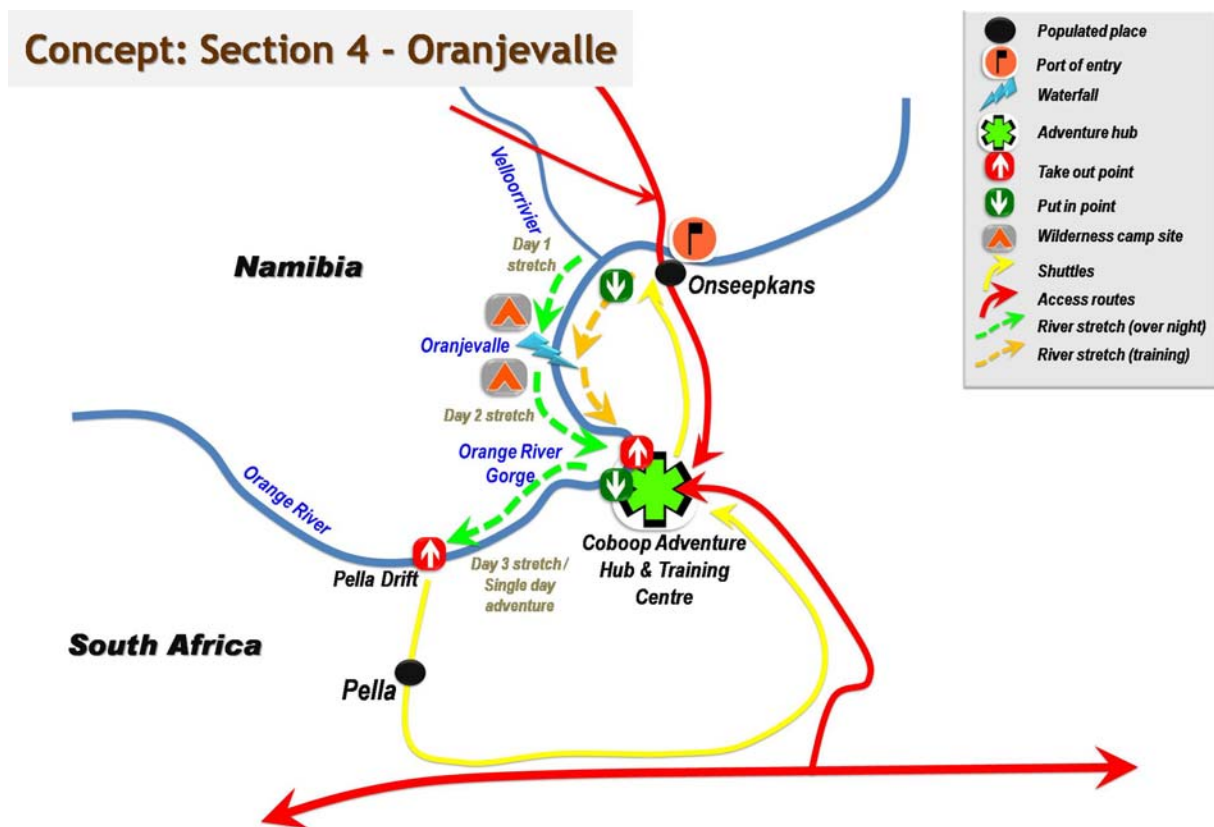


Figure 21: Integrated Concept Proposal, Section 4 (Oranjevalle)

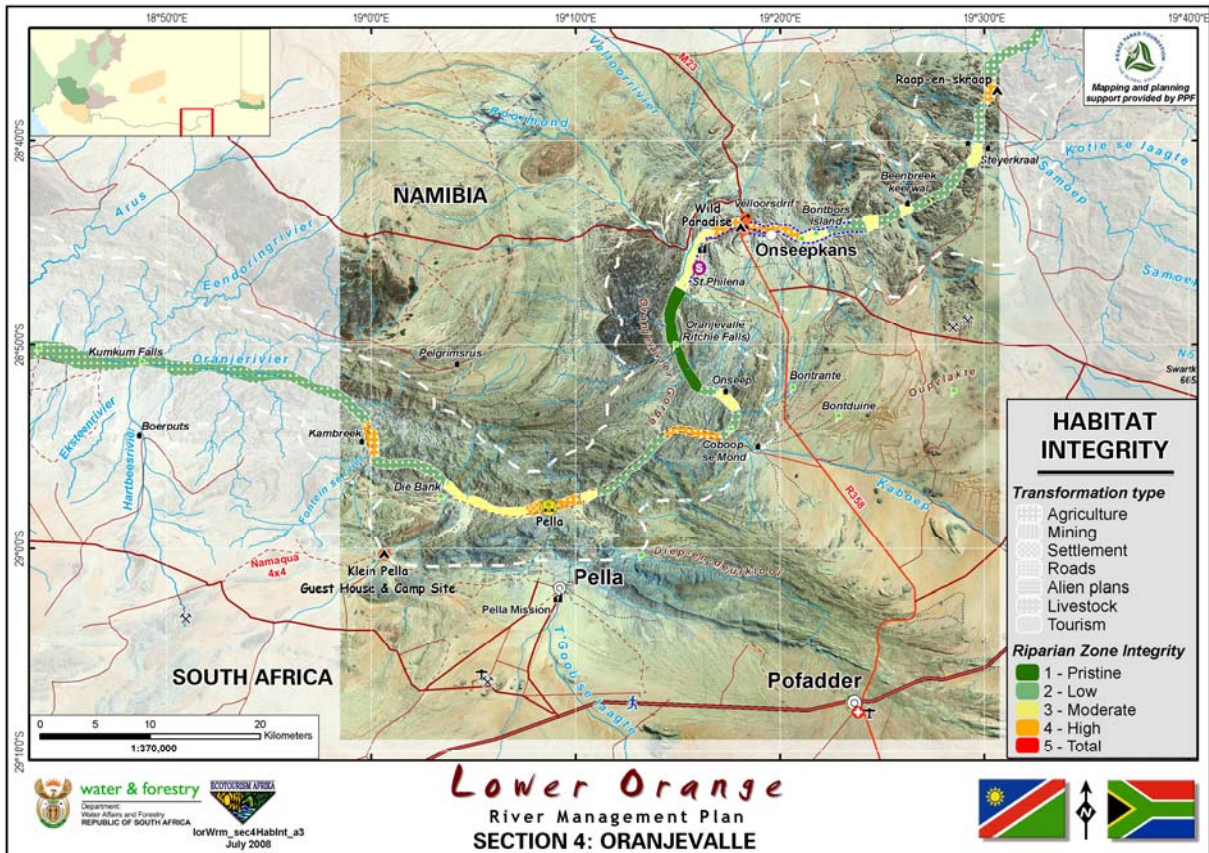
4.3.4.2 Sensitivities

From the Onseepkans Mission, which should serve as trailhead for the start of this river section, as well as take-out for the previous river section, the level of impacts range from moderate to pristine with only two small areas with high levels of impact affecting the integrity of the riparian zone, mostly from agricultural and livestock use, except for the high level of impact at Pella Drift due to the Black Mountain Pump Station, and the impacts as a result of the Pella Mission settlement.

Managing the expectations of both the Onseepkans and Pella communities, both newly restituted in their land, and their relationship with the landowners in Namibia, will be essential to unlocking the ecotourism potential of this section. Since the access is easier from the South African side, and that the Coboop farm offers the possibility of serving as a Hub it will be necessary to formalise an agreement between the owners of Coboop farm - the Onseepkans community - and the operator or concessionaire, for use of facilities in this area. As with other sections a percentage split must be included to ensure that all the contributing landowners are equitably remunerated for their contribution.

Due to the rocky braided nature of the upper reaches of this river section, as well as the presence of the Oranjevalle, it is essential that this river section's river trips be guided, and operated by a single concessionaire, preferably an operator who can also be responsible for the training programmes suggested for this river section. Overnight campsites within the pristine section of the river must be based on wilderness camping principles, with no permanent infrastructure allowed. The status of this pristine section should be formalised by seeking protected area status both in South Africa and Namibia.

The high impact area at Pella Drift should be avoided by exiting higher up and using the scenic route over the mountain pass to Pella Mission when returning to Coboop Hub, and only when extending the trips to travel down the river to pass this major pump station, providing interpretation of the role of water in regional growth and development. (Refer Map 68.)



Map 68: Habitat Integrity, Section 4 (Oranjevalle)

4.3.4.3 CDP

Due to the environmental quality, aesthetic beauty, location and importance of, and limited length of this river section, linked to the danger posed by the Oranjevalle, it is recommended that this river section be packaged as a single operator concession, where the operator would be responsible for both the commercial trips, and the training programmes.

The river safaris would be either three days in length, requiring two nights on the river, or four days by extending the trip to include the river section from Coboop to Pella Drift, requiring an additional overnight stop, ideally close to Coboop where resupply can be facilitated.

The three day experience would require that guests arrive at Coboop, overnighing at the Adventure Hub, prior to receiving the safety and orientation briefing before being shuttled to the trailhead at the Onseepkans Mission, for final preparation and safety checks. The first day entails only a paddle of 9.5km, yet due to the technical difficulty of this section, this requires the majority of the day to successfully and safely complete. The overnight stop would be just above the Oranjevalle (refer Maps 69 and 70), and must be based on best practice for wilderness camping.

The second day would merely entail abseiling down the falls with all the equipment and boats, and setting up camp below the falls. This day would be linked to safety, training and paddling fun. The third day would entail a paddle of 10.5km to the Coboop Adventure Hub for final debriefing and departure.

The extended option would entail a further paddle of 18km to the Pelladrift Take-out point, prior to shuttling back to Coboop. The total distance for the three day river safari would be 20km, while the four day safari would be 38km.

Due to the technical nature of this river section, as well as its central location within the entire LOR region, it is recommended that the current river guide training programmes be retained, yet expanded to include other aspects of river trips, and ecotourism product presentation. To facilitate these training programmes it is recommended that the farmhouse at Coboop be converted into an ecotourism college (refer Map 71), similar to the Wildlife College at Orpen, and the Tourism College at Graaff Reinet. The focus of this college should be on formal river guide training, trip leaders, camp attendants, cooks, porters etc. and must be linked to the Tourism and Hospitality Education and Training Authority (THETA) and South African Qualifications Authority (SAQA) standards, as well as industry norms and standards.

This will provide the Onseepkans Community with the possibility of broadening the opportunities for generating income from their newly acquired farm, as well as contribute to broadening the skills base within the region. Critical to this would be a three way partnership between the Onseepkans Community, the South African Government, and a reputable operator with proven training skills and programmes.

Infrastructurally, the Coboop farmhouse would require refurbishment to operate as a accredited training facility offering short courses required by the river industry, as well as the provision of equipment, such as different boats and camping gear, as well as an overnight stop close to Coboop for the extended river trips linking the Onseepkans Mission to the Pella Mission via the river.

Critical to the success of this river safari experience would be the packaging of the interpretative experience to extend beyond merely focussing on the paddling skills required, or abseiling, but also incorporating cultural and biodiversity aspects in an effort to provide a complete experience, despite the high adventure that underlies this entire experience. The basics for this culturally correct interpretation should be sought through a cultural mapping exercise undertaken with the Onseepkans and Pella communities.

The take-out point at Pelladrift should be sufficiently upstream of the major pump station of Black Mountain Mine located here, so as to avoid the visual impact of this infrastructure. The shuttle could possibly utilise the 4x4 route over the mountain dropping into Pella Mission from the mountains, rather than using the easier, yet heavily impacted route along the pipeline. The history of the two missions at Onseepkans and Pella should receive strong emphasis along this portion of the river experience, as should the cultural diversity, as well as descriptions of the role that the Pella Hills play in increasing the biodiversity of the region.

Below Table 4 summarises the distances of the various trail components, both the three day training and high adventure river safari and the one day river safari extension, which can be combined into a four day experience.

Table 4: River Distances, Section 4 (Oranjevalle)

Section	Product	Activity	From	To	Km	Total distance
4	a. Three day training / high adventure river safari	Rafting	Onseepkans Mission	Oranjevalle	9.50	20.00
			Oranjevalle	Coboop	10.50	
	b. One day river safari extension		Coboop	Pella Drift	18.00	18.00

4.3.4.4 Requisite Actions

The following actions are required to ensure that the CDP for this river section can be achieved:

- Discussion with the Onseepkans Community regarding the development of Coboop as a training facility;
- Discussions with trainers and training authorities regarding possible programmes and recognition;
- Discussions with the Peace Parks Foundation for possible involvement due to their experience and knowledge at the Wildlife College and Tourism College;
- Undertake a cultural mapping exercise with the Onseepkans and Pella communities;
- Packaging of this river section as a concession; and,
- Conclude a revenue sharing agreement with the relevant property owners



Map 69: CDP, Section 4 (Oranjevalle)