

APPENDICES

APPENDIX 1. TOURISM ACCOMMODATION

Table 27: Tourism Accommodation

Component	Facility	Catering	Bed Capacity
BOTSWANA			
NOTUGRE	Dopotta	Self	24
	Eagle's Nest	Self	8
	Fairfield	Self	10
	Fika Futi	Self	8
	Hatari	Self	12
	Jwala	Self	16
	Jwala Tended Camp	Self	9
	Kanda	Self	8
	Limpopo	Self	12
	Limpopo Camp	Self	10
	Limpopo Valley Horse Safaris	Fully	8
	Mashatu Kgothla	Fully	8 Delete this
	Mashatu Main Camp	Fully	28
	Mashatu Tented Camp	Fully	16
	Matombe	Self	10
	Migwe Camp	Self	10
	Mohave Wilderness Camp	Fully	12
	Naledi	Self	12
	Nitani	Fully	10
	Nokalodi	Fully	8
	Nokalodi Tended Camp	Self	10
	Nurnberger	Self	8
	Papate	Self	8
	Redshields	Self	10
	Reinhardt van Rensburg	Self	25
	Rock Camp	Self	8
	Santhatha	Self	12
	Sethare	Self	10
	Shalimpo	Fully	10
	Shashe Camp	Self	10
	Tuli Lodge	Fully	16
	Tuli Lodge (Campsite)	Self	4 sites
	Tuli Trails 1	Fully	10
	Tuli Trails 2	Fully	8
	Willem's Camp	Self	25
Community Land West of NOTUGRE			0

Component	Facility	Catering	Bed Capacity
Central Tuli Private farms	Malema		8
	Kwa-Tuli Island Camp		10
	Kwa-Tuli Koro Camp		10
SOUTH AFRICA			
MNP	Tshugulu Lodge	Self	12
	Little Muck Lodge	Self	19
	Limpopo Forest Tented Camp)	Self	16(8*2)
	Limpopo Forest Campsite (Mazhou Camping Site	Self	60 (10*6)
	Leokwe Camp	Self	72
	Rhodes Drift Lodge	Self	14
	Vhembe Wilderness Camp (Schroda)	Self	8
Venetia Limpopo Nature Reserve	Mopane Camp	Self	24
	Faure Research Camp	Self	24
Limpopo Valley Game Reserve	Dongola Ranch	Self/Fully	68
	Dongola Ranch Camp & Caravan	Self	32 sites
	Mopani Bush Lodge	Fully	16
	Klein Bolayi Game Lodge	Fully	28
	Evelyn Lodge	Fully	10
Vhembe Game Reserve			
Magalakwena Private farms			
Private RSA farms (West, Central, East	Ratho Game Lodge (Ratho Farm)	Fully	16
	Khioxa (Machete Farm)	Fully	14
ZIMBABWE			
Tuli Circle / Maramani WMA	Wildlife Society Camp	Self	16
	Hunting Camp	Self	8
	Hunting Camp	Self	8
	Hunting Camp	Self	8
Sentinel Ranch	Sentinel Limpopo Safari Camp	Fully	9
	Sentinel Private Camp	Self	8
Nottingham Estate	Greater Kuduland Safaris Camp	Fully	12
	Nottingham Estates Fishing Camp	Fully	20
River Ranch			
Machuchuta WMA			
Hwali WMA			

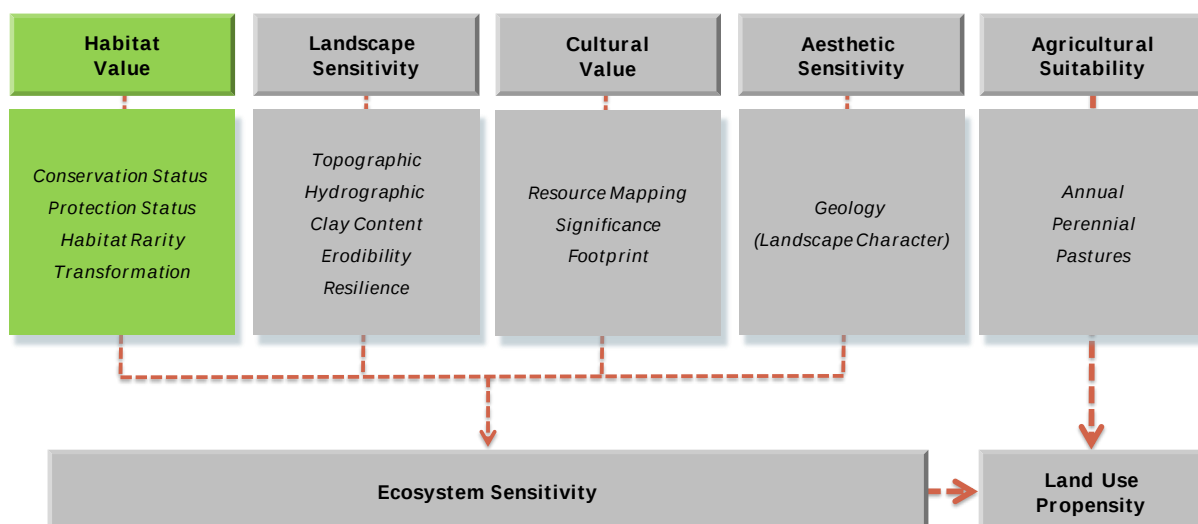
Component	Facility	Catering	Bed Capacity
Halisupi WMA			

APPENDIX 2. SENSITIVITY ANALYSIS

The Sensitivity Analyses is used as a decision support tool for integrating systematic conservation planning principles and best available biodiversity knowledge into spatial planning for TFCAs. By analysing the sensitivities and suitabilities of the study area in a scientific manner the bias commonly associated with conservation planning is removed, ensuring that the planning process also addresses other aspects necessary for integrated solutions within a region with a strong conservation focus. Integration is essential to ensure equitable access to resources, both natural and cultural, while allowing for controlled access, development and the provision of requisite infrastructure.

The methodology for analysing the various individual environmental sensitivities and suitabilities are set out below.

Habitat Value



The Habitat Value process determines what an area contributes to the international, national and regional conservation estates and highlights the remaining high value areas that act as critical habitat for multiple species of fauna and flora. Habitat units are defined by a particular vegetation community as a broad proxy for biodiversity, representing the best available summary of biodiversity across a specific landscape. Values are assigned according to the contribution that each type makes to the conservation estate. It also analyses the Protection Status, recommending protection for under protected habitats that are outside the formal protected areas network. The rarity of the habitats is also assessed as attempts need to be made to conserve a broad range of diversity as possible. Greater importance is therefore given to habitats that are not common in the region. It is important to revise the habitat value with the type and level of transformation that had occurred in the study area so a subtraction is made to simulate the level of transformation.

Local Conservation Status

This layer is similar to the international IUCN categories, classifying vegetation types according to threat levels. Riparian Woodland on wetlands and alluvium are Critically Endangered in the study area, while Riparian Shrubland on alluvium and other riverine types are Endangered. (refer Table 28 and Map 41).

Local Protection Status

Similar to a gap analyses on a local scale, this layer scores each vegetation type according to the level of protection it receives in the study area. Tuli Circle Safari Area, Mapungubwe National Park, NOTUGRE and Venetia GR were identified as formal protection. Jubernardia Woodland, Limpopo Sweet Bushveld and Thicket Woodland (Mopane dominant), Limpopo Ridge Bushveld and Mopani Woodland (Granophyre) are under protected in the study area (refer Table 29 and Map 42).

Habitat Rarity

Rather than overall rarity, this layer assesses the representivity of each vegetation type in the study area. Each type is calculated as a percentage of the total extent. Types that fall below 10% are seen as rare in the study area and therefore given a higher level of importance to conserve as broad a range of biodiversity as possible. Once again the Riparian types are underrepresented as well as Jubernardia Woodland (Granophyre) and Limpopo Ridge Bushveld (refer Map 43).

Transformation

The majority of the study area still under natural cover consisting mainly of Woodland interspersed with Thicket, wetlands and pans. Transformation has occurred mainly a result of agricultural activities (both dryland and irrigation) on the fertile valley soils and along watercourses. In certain areas like the Kolohe floodplain large wetlands have been significantly modified by intensive farming practices. Other areas of intensive agriculture are the Wetlon-Denstaat-Modena enclaves in Mapunguwe NP, the Weipe group of farms to the east and the group of farm south of Lentswe le Moriti. Impacts as a result of mining activities are at the Venetia and River Ranch Diamond Mines and the Tuli Coal Mine (refer Table 31, Map 44 and Map 26 – Land Cover).

Table 28: Local Conservation Status

Category	Classes
Riparian Woodland (Wetland)	Critically Endangered
Riparian Woodland (Alluvium)	
Riparian Shrubland (Alluvium)	Endangered
Riverbed	
Sandbanks	
Guibourtia Mixed Woodland	Vulnerable
Jubernardia Woodland (Granophyre)	
Limpopo Ridge Bushveld	Less Threatened
Mopani Woodland (Granophyre)	
Brachystegia Woodland (Granite)	

Table 29: Local Protection Status

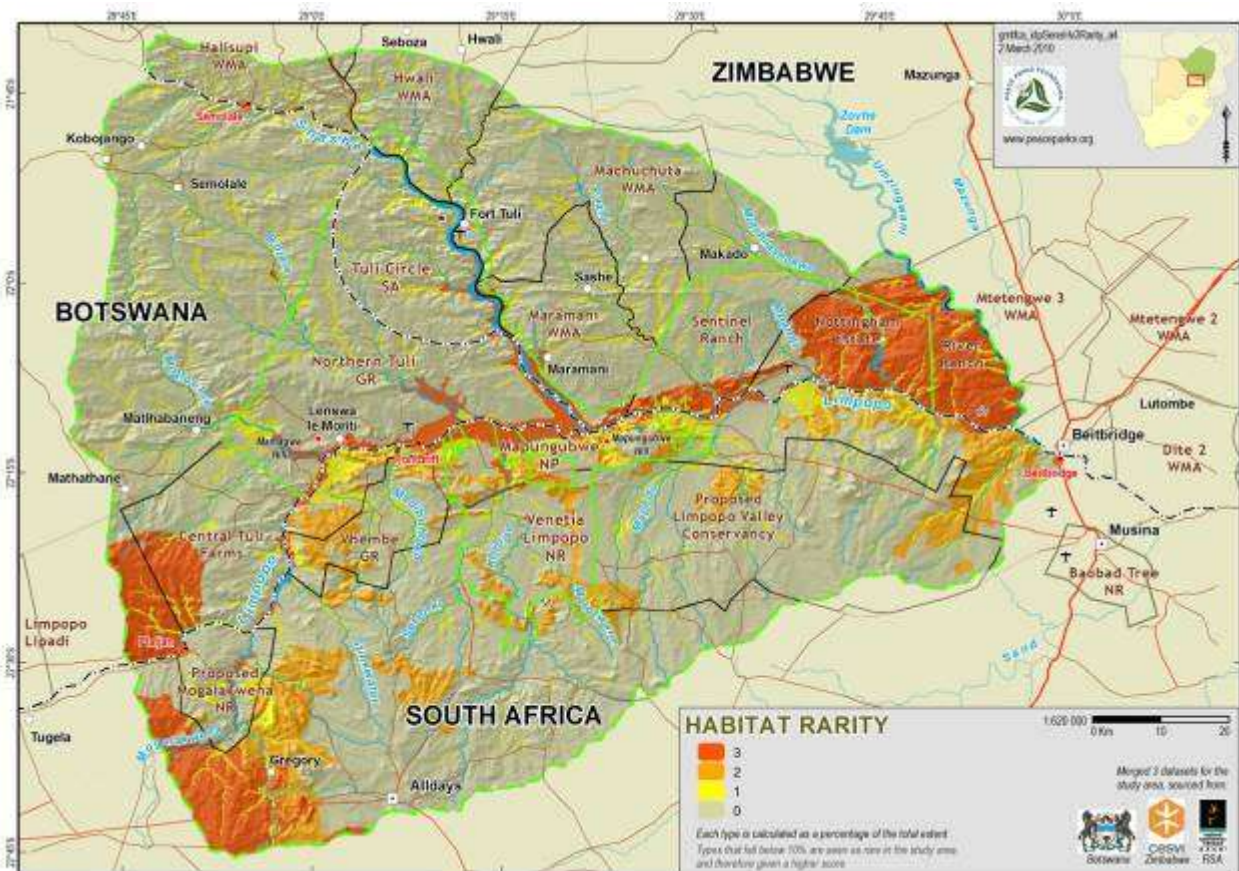
Category	Classes
Jubernardia Woodland (Granophyre)	< 1%
Limpopo Sweet Bushveld	
Thicket Woodland (Mopane dominant)	
Limpopo Ridge Bushveld	10 - 20
Mopani Woodland (Granophyre)	
Riparian Shrubland (Alluvium)	20 - 40
Guibourtia Mixed Woodland	
Riverbed	
Riparian Woodland (Alluvium)	>40
Riparian Woodland (Wetland)	

Table 30: Habitat Rarity

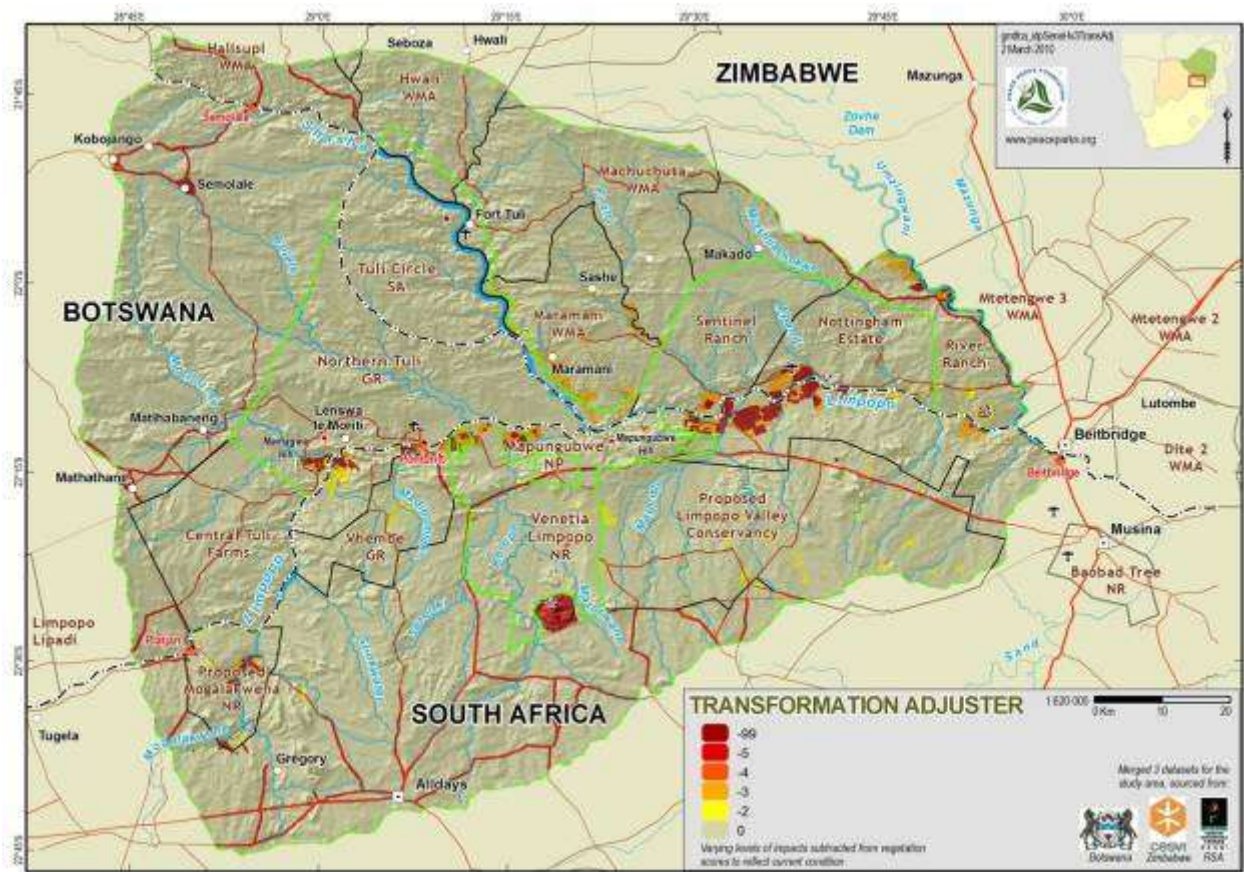
Category	Classes
Riparian Woodland (Wetland)	0 – 5 %
Sandbanks & Riverbed	
Riparian Woodland (Alluvium)	
Jubernardia Woodland (Granophyre)	5 – 10 %
Limpopo Ridge Bushveld	
Riparian Shrubland (Alluvium)	10 – 15 %
Guibourtia Mixed Woodland	> 15 %
Mopani Woodland (Granophyre)	



Map 42: Local Protection Status

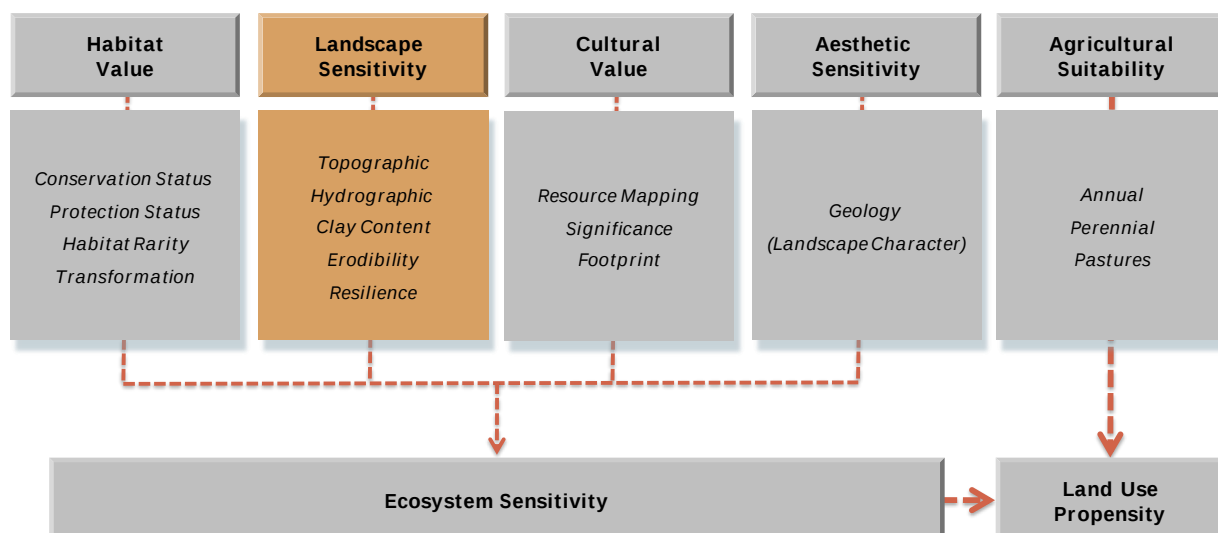


Map 43: Habitat Rarity



Map 44: Transformation Adjuster

Landscape Sensitivity



This portion of the sensitivity analysis examines the vulnerability of landscapes to a variety of different disturbances and impacts. It analyses soil types in terms of their proneness to soil erosion following mechanical disturbance and unsustainable land use practices as well as potential for construction problems due to clay content. It also identifies areas important for maintaining hydrological processes where inappropriate infrastructure could be damaged by fluvial action as well as examining the vulnerability of vegetation at a physical disturbance.

Topography

Major incisive action of primary rivers, slower eroding Sandstone ridges occurs in the study area. The sandstone ridges in the TFCA core are clearly visible on the slope map as well as the active drainage areas of the Limpopo and Shashe Rivers. Slope values in degrees were chosen as they affect suitability for construction in the protected areas environment. Slopes above 12 degrees are the cut-off point for construction where developments will cause destabilisation of slopes as well as lead to eyesores caused by cut-and-fill techniques. The ideal slope for construction is between 2 and 6 degrees with a caution flagged for areas with no slope in terms of lack of good drainage (refer Table 31 and Map 45).

Table 31: Topographical Sensitivity

Category	Reason for Sensitivity
0-2°	<i>Virtually no slope to make runoff possible</i>
2-6°	<i>Ideal slope for construction as runoff possible but not destructive</i>
6-12°	<i>Moderate risk of erosion following disturbance, no cut and fill</i>
12-25°	<i>Critical cut-of point in terms of construction. High risk of erosion following disturbance, potential slope instability, increased engineering</i>
>25°	<i>Effectively off-limits for construction as impacts and engineering requirements excessive.</i>

Hydrology

This layer has two purposes: To identify areas important for maintaining hydrological processes and identify areas where inappropriate infrastructure could be damaged by fluvial action. The identification of areas of hydrological sensitivity can either be undertaken on a catchment basis or a buffering basis. The footprint within which hydrological sensitivity is determined is defined by buffering river and wetland features by pre-determined distances. The advantage of this method is its ease of application and broad availability of acceptable quality datasets. The Primary Rivers of the Limpopo and Shashe Rivers with their floodplains and wetlands score the highest while the Secondary Rivers such as the Pazhi, Mogalakwena, Motloutse, Mapedu, Madibohloko and Mutshilashokwe also stand out (refer Table 32 and Map 46).

Table 32: Hydrology Scores

Water Bodies		
Primary rivers	10	150
	8	300
Secondary rivers	8	150
	6	250
Tertiary rivers	6	100
	4	150
Quaternary rivers	4	100
Artificial water bodies	4	100
Perennial and non-perennial pans	8	100
	6	200
Wetlands and floodplain	10	200
	8	300

Clay Content

Each soil type is scored according to its clay content (refer Table 33 and Map 47).

Table 33: Clay Content

Category	Reason for Sensitivity
Clayey soils	Certain to lead to problems after construction
Fine loamy to clayey soils	Potential to lead to problems after construction
Fine loamy soils	No problems regarding this issue
Coarse loamy soils	
Sandy to coarse loamy soils	

Soil Erodibility

The basic soils types are scored by soil scientists according to their probability to cause erosion problems once impacted by developments. A general trend in the study area is for soils in Botswana and Zimbabwe to be more prone to erosion than in South Africa (refer Table 34 and Map 48).

Table 34: Soil Erodibility

Soil Types	Score
Eutric Leptosols	9
Cutani-Profondic Luvisols	8
Chromic Luvisols	
Haplic Luvisols	
Eutric Arenosols	6
Calcari-Fluvic Cambisols	
Calcari Cambisols	5
Chromic Cambisols	
Eutri-Arenic Regosols	
Leptic Regosols	
Rhodic Cambisols	
Rubic Arenosols	

Resilience

This layer examines the vulnerability of vegetation at a physical disturbance. The type disturbance that is typically considered is a 4x4 vehicle driving through the habitat, but depending on circumstances it may be appropriate to consider an alternative disturbance such as pedestrian traffic. The key questions asked are: How quickly does this vegetation type recover after disturbance and what is the rehabilitation potential of this area? Drier landscapes take longer to recover once impacted, whereas wetter areas recover quicker.

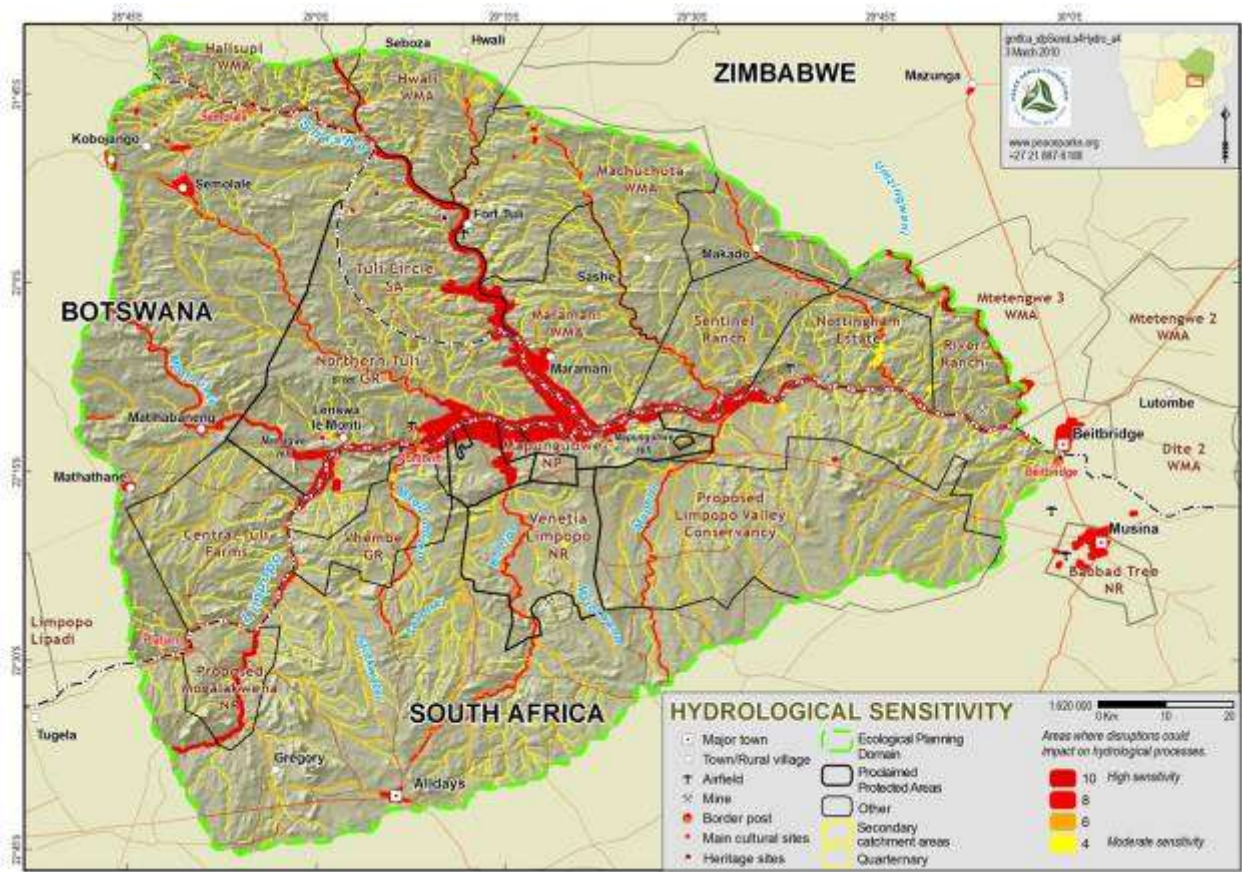
The Riparian Shrubland is generally more resilient due to availability of water while the Guibourtia Mixed Woodland also scores more resilient than the Mopane types(refer Table 35 and Map 49).

Table 35: Resilience

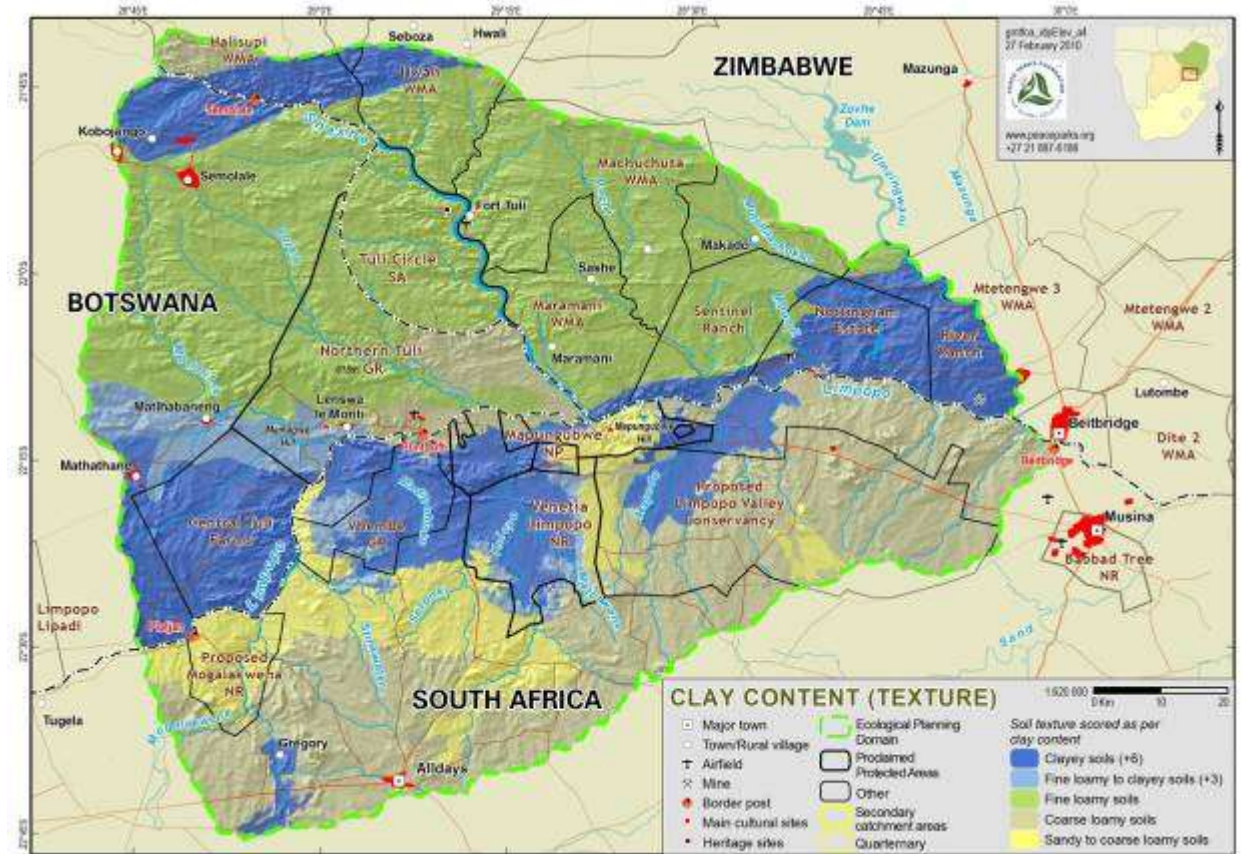
Landscape Component	Score
Riparian Woodland (Wetland)	7
Riparian Woodland (Alluvium)	8
Riverbed	2
Riparian Shrubland (Alluvium)	6
Sandbanks	7
Guibourtia Mixed Woodland	7
Jubernardia Woodland (Granophyre)	7
Limpopo Ridge Bushveld	8
Mopani Woodland (Granophyre)	8
Brachystegia Woodland (Granite)	7



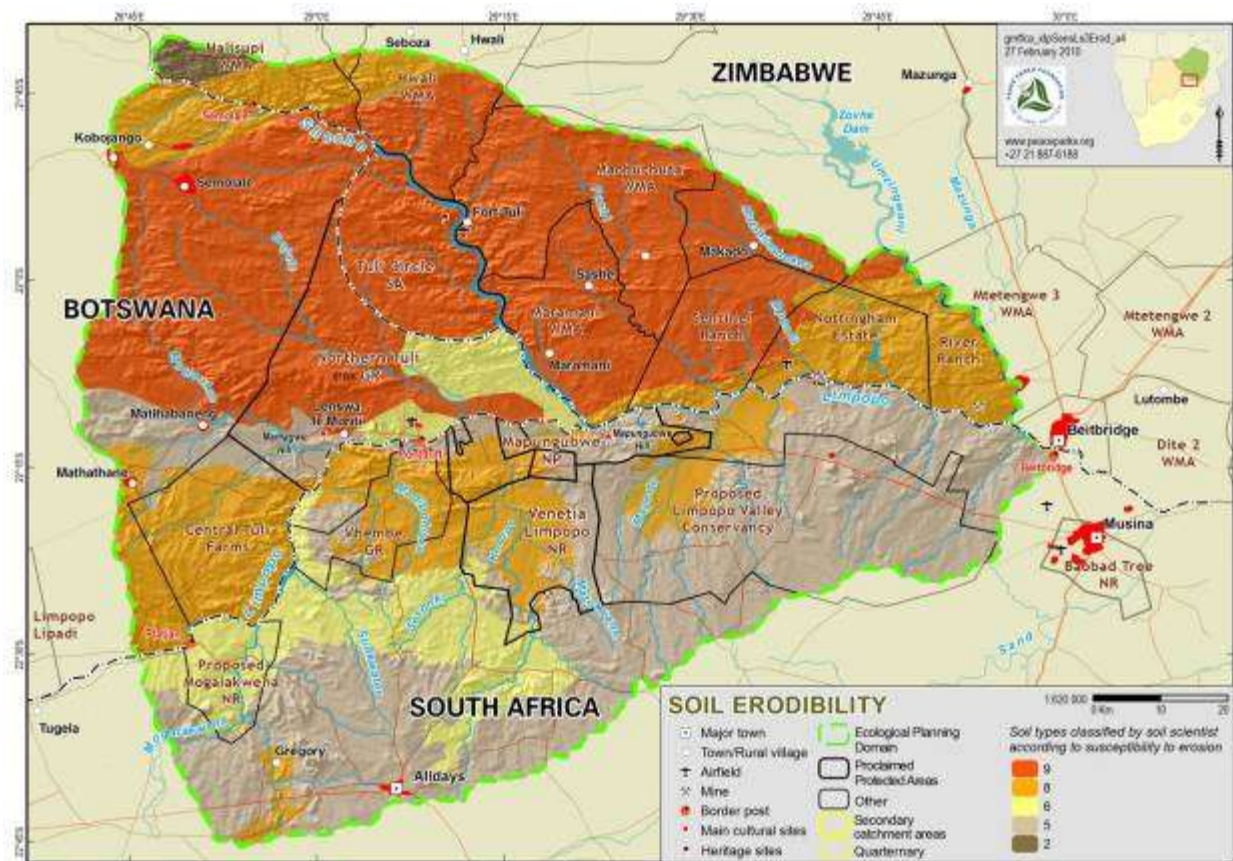
Map 45: Topographic Sensitivity (Slope)



Map 46: Hydrological Sensitivity



Map 47: Clay Content

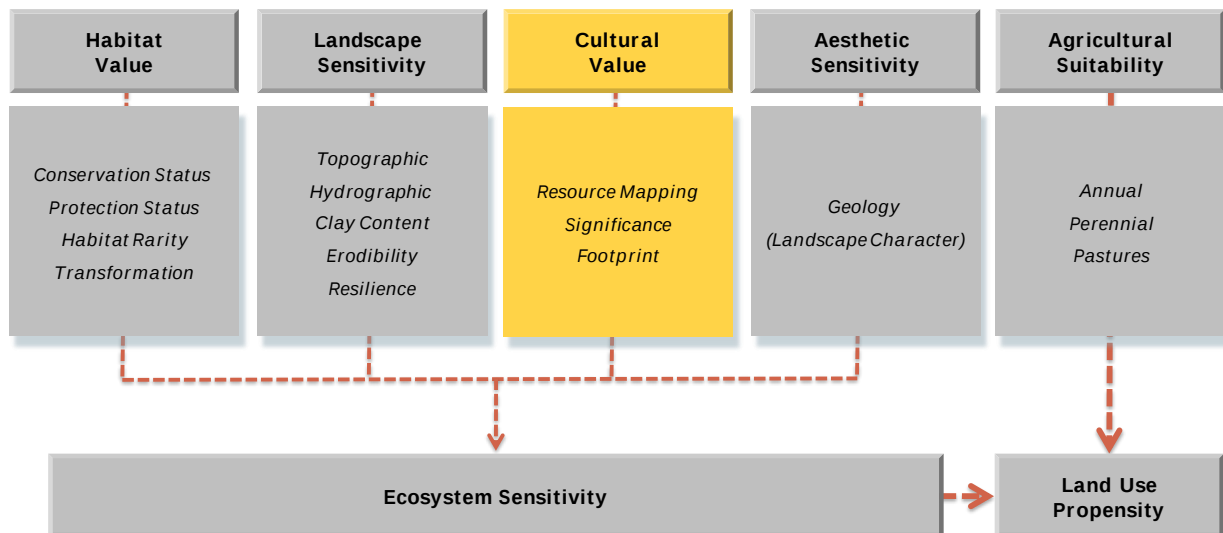


Map 48: Soil Erodibility

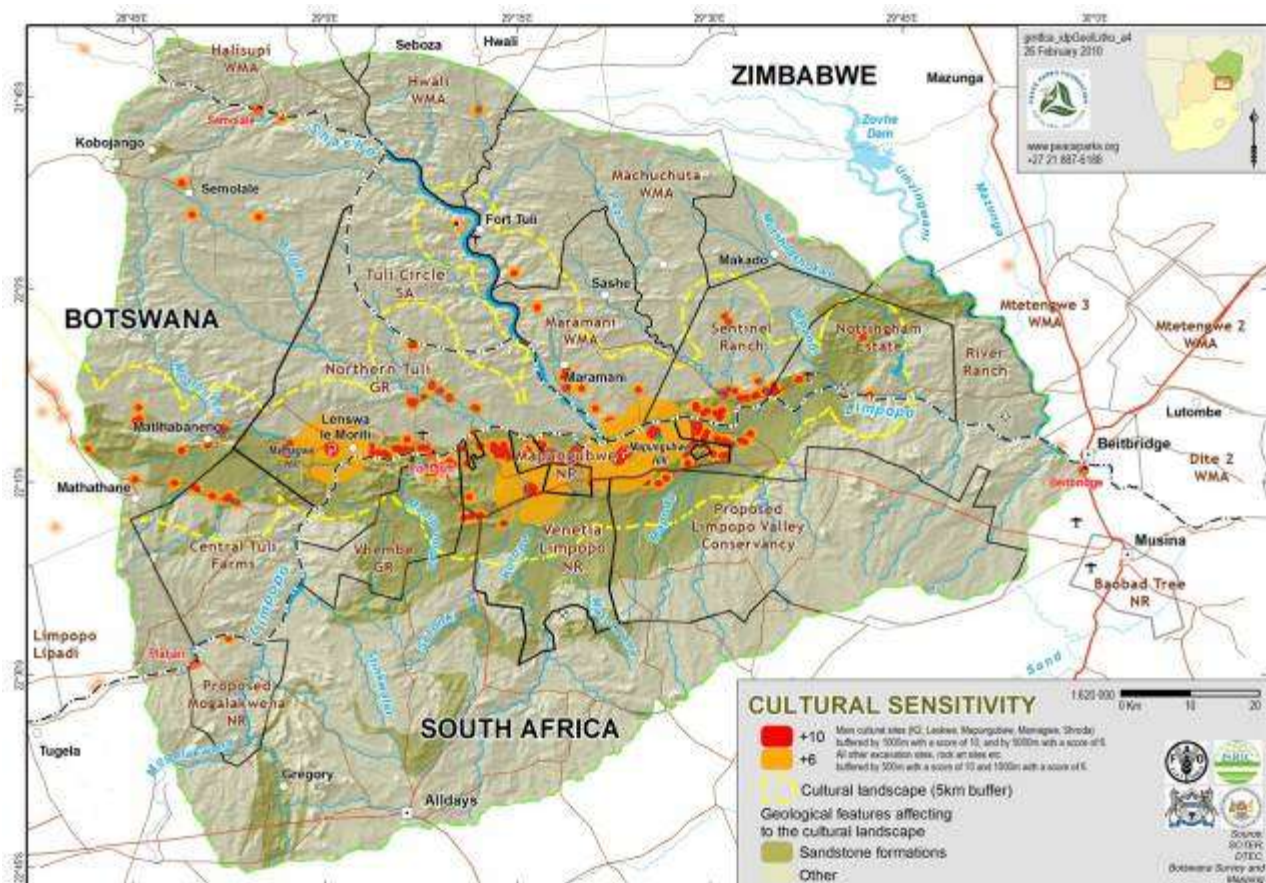


Map 49: Vegetation Resilience

Cultural Value

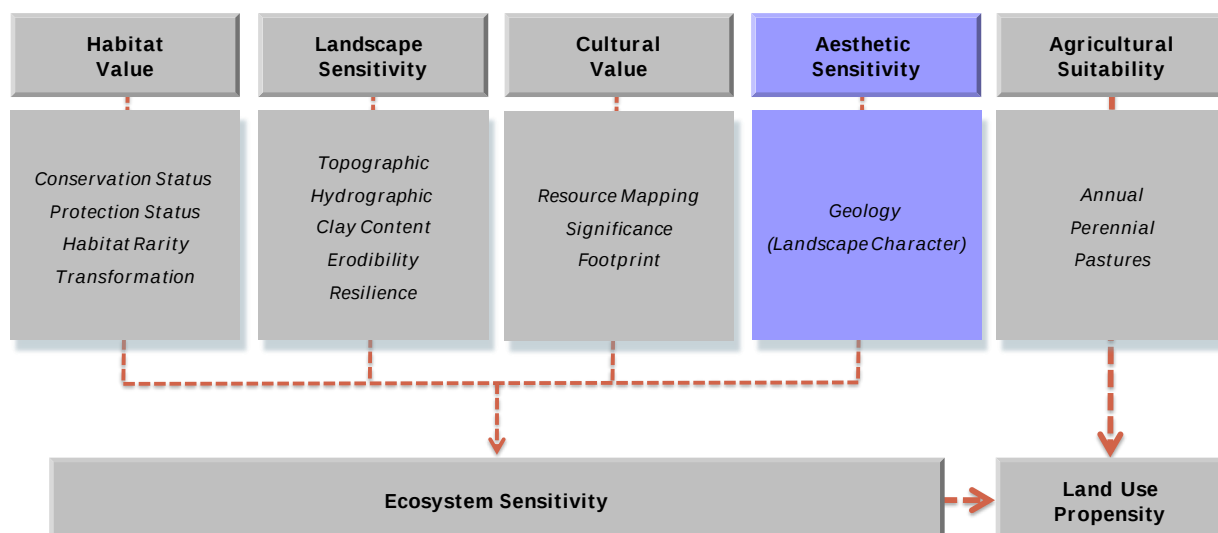


Main cultural sites (K2, Leokwe, Mapungubwe, Mamagwe, Shroda) were buffered by 1000m with a score of 10, and by 5000m with a score of 6. All other excavation sites and rock art sites were buffered by 500m with a score of 10 and 1000m with a score of 6. In order to start debating the expansion of the current World Heritage Site to a Cultural Landscape for the entire TFCA, a 5km buffer is given to all site of cultural importance. Geological features affecting to the cultural landscape is also shown in the sandstone belt running through the TFCA in a east-west alignment (refer Map 50).



Map 50: Cultural Sensitivity

Aesthetic Sensitivity



This layer flags areas with special aesthetic value. In the case of the GMTFCA the biophysical layer that influence this aspect the most is the geology. The various types were scored according to their level of influence. Reasons were also given for the relevant aesthetic sensitivity.

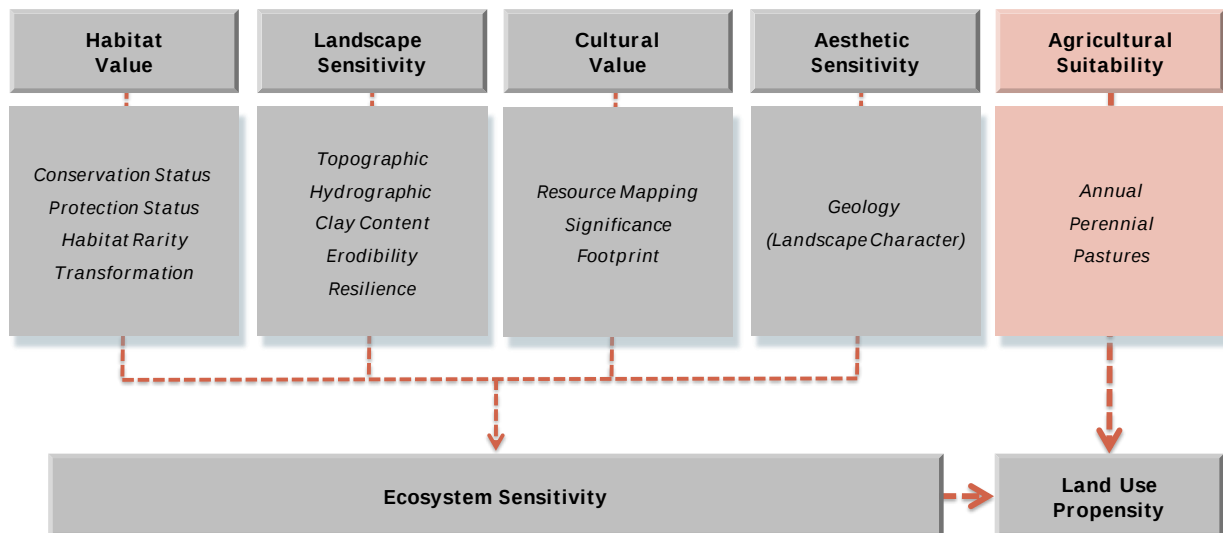
Geology

Siliciclastic or Sandstone rocks are the definitive aspect of the character of the GMTFCA landscape, giving rise to its natural aesthetic qualities and sense of place. These rocks were used by the ancient people for stone tool manufacturing and the area contains rich finds of rock art (refer Table 36 and Map 32).

Table 36: Geological Sensitivity

Category	Era (mya)	Reason for Sensitivity
Granite gneiss (Archaean amphibolite)	Archaean Era (3800-2500)	Diversity in soil types giving rise to vegetation diversity. Inselbergs (boulders) contribute to natural character
Granulite (from siliciclastic rocks), gneis with ferro-magnesium		
Granulite (from siliciclastic rocks), gneis with migmatite		
Marble, calc-silicate rocks		Unique microclimate (inselbergs, calcrete hill tops) giving rise to vegetation and animal diversity
Karoo, siliciclastic rocks, Solitude Fm	Paleozoic Era (542-251)	Definitive aspect of character of landscape contributing greatly to the sense of place and natural character of the region (Less than Upper Karoo). Sandstone based rocks accounting for about 50 - 60% of the world oil and gas exploration.
Upper Karoo flood basalt (extrusive volcanic rock), sedimentary interbeds	Mesozoic Era (250-65)	
Upper Karoo, siliciclastic rocks, sandstone and siltstone		Definitive aspect of character of landscape giving rise to sense of place, natural/wilderness qualities (Used by ancient people for stone tool manufacture, area contains rock art)
Lower Karoo, siliciclastic rocks, interbedded coal and siltstone		Definitive aspect of character of landscape contributing greatly to the sense of place and natural character of the region (Less than Upper Karoo)

Agricultural Suitability



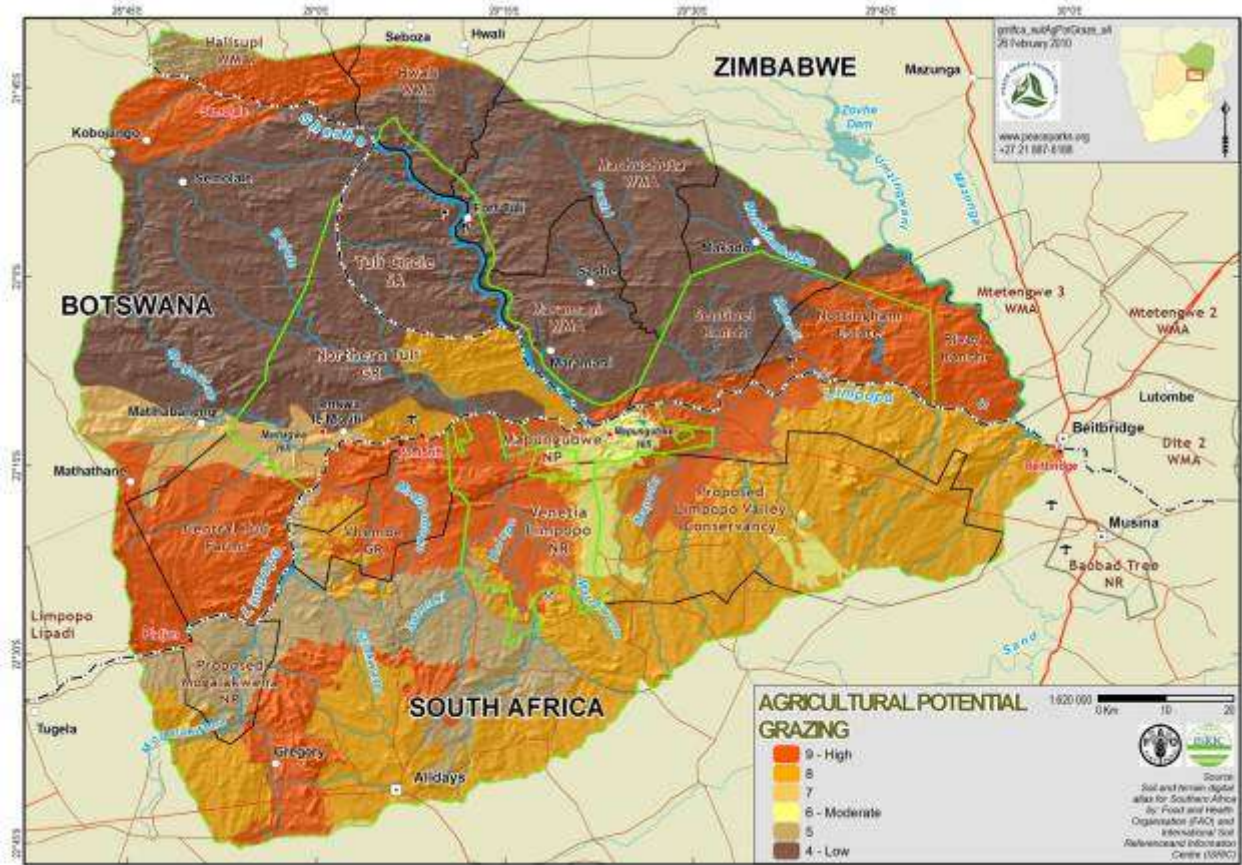
The basic soils types are scored by soil scientists according to their suitability for various crop types of Annual, Perennial, Pastures (Grazing). It is important to note that this reflects the potential for these crops and not the actual occurrence patterns (refer Maps 51-53).



Map 51: Annual Crops



Map 52: Perennial Crops



Map 53: Grazing Potential

APPENDIX 3. TOURISM DEVELOPMENT PROTOCOL

One of the first roles of the TWG was the development of a Tourism Development Protocol which, it was hoped (and it remains hopeful), that it will appear as either an annexure to the Treaty to be signed by all three countries or alternatively in the GMTFCA Integrated Management Plan that will be accepted by the Honourable Ministers of all three countries.

Opportunistic and misplaced tourism development is probably responsible for more unhappiness in ecologically sensitive areas than hunting. Disrespect for neighbours invariably is the motivating factor for such unhappiness and this has been borne out on numerous occasions in the Northern Tuli Game Reserve in Botswana. The Tourism Development Protocol was driven by the Botswana delegates to the TWG but, without doubt, both the South African and Zimbabwean delegates gave generously of their advice and experience when finalising same.

The attitude of the TWG remains one of:

Development in the TFCA - For any human density or infrastructural development of any kind in the TFCA:

- the TFCA should be consulted as Interested and Affected Parties to any proposed development and a Scoping Report should be compiled of the proposed development detailing location, impact, 'pollution' (light, sound, visual, and environmental), irrespective of the distance from the neighbour. Written consent from immediate neighbours must be the precursor to construction commencing.
- Neighbours – "Neighbour" and "neighbours" shall mean those who own property adjacent to that of the applicant as well as those who own land in the TFCA from which a person may hear or see or in any way be adversely affected by the proposed development;
- 'Buildings' shall include timber structures, tents and mobile or portable homes, offices and the like other than those used on an *ad hoc* basis for strictly limited, short durations of time;
- Other human development will include boreholes, dams, weirs and bridges
- Environmental Impact Assessments – Should the technical committees of the TFCA tasked with monitoring development deem a full Environmental Impact Assessment necessary, then the developer will proceed with such a study at his expense.

Detailed specifications for environmental and cultural resource management should also be considered in these phases of tourism development planning. However much of this will require the 'watchdog' of tourism namely the Environmental and Conservation Working Group complimented by other Working Groups to guide policy in this regard with input from the TWG.

As a minimum the following issue groups need to be addressed:

- Noise
- Visual intrusion of development
- Management of ecological integrity and biodiversity
- Waste management
- Water management
- Socio-economic development
- Cultural resource management

Tourism Protocol – GMTFCA – September 2009

Preamble

The stakeholders included within the LSTFCA are aware and agree that by associating together to conserve the fauna, flora and heritage of the TFCA and to promote sustainable development, there will be certain reciprocal rights and duties towards each other. It is acknowledged and agreed that the benefits of being part of the LSTFCA necessitates a common, acceptable and environmentally responsible use of the area. Considering the complexities and diversities of this TFCA, the creation and acceptance of a more prescriptive tourism development plan is not feasible at this stage, hence a protocol will guide tourism development and operations in the LSTFCA.

Objectives

1. To achieve orderly tourism development of the LSTFCA
2. To assure that such development is sustainable

Guiding Principles

1. Each partner country decides and regulates its own tourism development and operation and agreements will only be sought if such affects the region or impacts on neighbours.
2. Tourism Development and operations is not to affect the conservation of flora, fauna and heritage of the TFCA.
3. Tourism development and operations must, as much as possible be beneficial to local communities.

The Protocol

Tourism Development.

1. Development to facilitate tourism will only be considered if it is sustainable, responsible, viable, diversified, encourages increased stays in the region and does not impact negatively on neighbours
2. All development must be considerate of environmental and visual pollution with special consideration to solid waste disposal, water extraction, and power and communication transmission networks
3. All design and development must adhere to the appropriate rules and regulations of the partner country in which it takes place.
4. The design and development of tourism facilities must be out of sight, sound, smell and may not have any other negative direct or indirect impact. Should this not be the case, consultation with international neighbours must take place and consent obtained prior to commencement of the development.
5. It is noted that direct and indirect impact includes, but is not limited to, water extraction, tourism flows, air traffic, rights of way etc.
6. No regulation of development, density, policy or any other matter shall apply retrospectively from date of signature of this protocol by the relevant authorities of the partner countries.
7. The partner countries are encouraged to harmonise any past developments with the provisions of this protocol.

Operation

1. Accommodation will be graded in terms of the laws of the countries in which such destinations are domiciled
2. Access into the TFCA will be restricted and admissible either by way of a levy or permit system.
3. Security personnel will be stationed at the various entrance points into the TFCA at the respective Government's expense whose role will be to ensure that necessary customs and immigration formalities are satisfied.
4. A minimum stay of one night in the TFCA will apply to anyone crossing international borders within the TFCA. This provision will not apply to any person who departs the TFCA through that person's point of entry.

5. A tourism access policy will be developed and must be easy to implement, available to all stakeholders and ensure safety and security.
6. Tourism activities, including but not limited to, hot-air ballooning, microlighting, quad-biking, camping outside designated areas etc may not impact negatively on international neighbours unless their prior consent has been acquired.
7. Any access into or transport within the LSTFCA may be regulated if it impacts negatively on international neighbours.
8. Tourism operations will, as much as possible, acquire goods and services from communities within and along the immediate periphery of the TFCA.

Marketing

1. The main marketing themes for the TFCA will be Living Culture, Archaeology, Palaeontology, Rock Art and Ecology with adventure tourism as an added attraction. The TFCA should be promoted and marketed on the basis of these attractions.
2. Theme specific developments will take place in each of the partner countries. Wherever possible, joint marketing initiatives will be undertaken for the benefit of the TFCA.

Arbitration

Should any conflict arise in the implementation of this protocol, such matters shall be submitted to the Trilateral Technical Committee or its successor for resolution. In the event that a resolution cannot be agreed upon, the matter shall be referred to the Trilateral Ministerial Committee for arbitration whose decision shall be final and binding.

EIA's and development parameters should remain subject to the respective country's' legislation but that provisions of the Tourism Development Protocol in respect of neighbourly consultation in terms of sight, sound and smell should be a requirement.

APPENDIX 4. LIMPOPO VALLEY AIRFIELD INFORMATION

WEIGHT OF AIRCRAFT	21 000 kgs
GEOGRAPHICAL POSITION:	22 11 21S; 29 07 37E
LENGTH OF RUNWAY (METERS):	1500m
WIDTH OF RUNWAY (METERS):	30m
ELEVATION (AMSL):	539m (1770ft)
MAGNETIC DIRECTION OF RUNWAY:	12 / 30
TYPE OF SURFACE:	13mm Stone Chip and Spray and Slurry Seal
BEARING STRENGTH (P.C.N):	9 / F / A / W / T
LENGTH OF STOPWAY(S):	50m
SURFACE OF STOPWAY(S):	30m Surfaced and 20m Gravel
APRON (LOCATION AND SIZE):	CH 1300, 7548m ²
WIND SOCKS COLOUR:	Dayglow Orange
LOCATION:	CH 1400; CH 300
SIGNAL AREA LOCATION:	Non-directional Beacon – 254khz
AERODROME IDENTIFICATION SIGN AND LOCATION:	At windsock CH 14 Limpopo Valley

Facilities provided:

Fire Fighting:	YES
Communications:	YES
Customs and Immigration:	YES
Terminal Building:	YES
Night Operation	NO
Refuelling Facilities	NO

Contact Details:

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A Proposed Modus Operandi for Limpopo Valley Airfield

It is the proposal of Limpopo Valley Access (Pty) Ltd that:

- Immigration personnel – Personnel from all three participating countries are stationed in offices on the airfield. Two offices presently exist and it would simply necessitate an additional office should the proposal be accepted.
- Office space – As in 1. above additional office space will be required if this proposal is accepted.
- An arrivals and departure immigration procedure –
- All flights from South Africa and Zimbabwe would be treated as DOMESTIC FLIGHTS
- The flight from Botswana is by its nature domestic.
- On arrival passengers would report to the immigration official of the country from which they departed before reporting to the official of the country that they intend visiting.
- Immigration formalities will be conducted as per usual.
- Accommodation at Pont Drift – It is expected that all staff for the Customs and Immigration function will be accommodated at Pont Drift in housing presently there for South Africa and Botswana border post officials.
- Transport to Limpopo Valley – This will be provided daily by Limpopo Valley Access (Pty) Ltd from Pont Drift to the airfield
- Times of operation – 9.00am to 3.00pm.
- Security and Policing – This will be provided for by Botswana.
- Pont Drift gate times – Gates will be closed at Pont Drift between 8.00am and 4.00pm daily.
- Cable Car – The same times will apply to the cable car at Pont Drift. In instances when immigration need to travel by cable car across the Limpopo River, this service will be provided free of charge to bona fide on duty officials only.
- Passenger Service Levy for the account of the airfield. Not to be confused with entrance levies.
- Road movement to ensure all roads bypass the Limpopo Valley Airfield – It is proposed that all access roads to and from Botswana and South Africa are relocated in order so that they pass the Limpopo Valley Airfield and the immigration officials therein.

Until such time as there is road access from South Africa and Botswana into the Zimbabwean component of the TFCA, it may not be necessary to have Zimbabwean representation on the Limpopo Valley Airfield. However, in order to facilitate flights and clearances into southern Zimbabwe, it may be prudent to plan such a strategy.

Questions and Answers

1. What about permanent employees in the TFCA? –
 - a. Those not needing immigration will not need a passport.
 - b. Foreign nationals landing at Limpopo Valley Airfield and working in either South Africa or Zimbabwe will have passports stamped by officials from the departing country and the country to which they are headed.
2. What about passengers arriving at Limpopo Valley Airfield from South Africa and departing from Limpopo Valley Airfield back to South Africa? An arrivals card in their possession showing date of arrival and date of departure giving free movement within the TFCA as if they were 'in transit' tourists.
3. A passenger arriving by air from Zimbabwe, staying at a lodge in Botswana and driving to South Africa? Would need the passport stamped by Zimbabwe and South Africa at Limpopo Valley Airfield. An arrivals card in their possession along with passport showing date of arrival, arrival at Limpopo Valley Airfield and proposed date of departure would suffice.
4. A passenger arriving from Zimbabwe, staying at a lodge in Botswana and flying to South Africa? Would need the passport stamped on arrival by Zimbabwe and South Africa as would be the case above. A card in their possession along with passport showing date of arrival and date of departure.
5. What about passengers in transit (in other words, a flight arriving from South Africa and returning to South Africa domestically)? In transit tourists would not need immigration formalities as they remain domestic. Departing tourists would need immigration formalities to make their departure (South African) flight domestic.

In order to strengthen the security arrangements of departing international tourists from Limpopo Valley Airfield to any of the international airports, it is proposed that with the new dispensation of SA and Zimbabwean immigration officials on the Limpopo Valley Airfield, all flights out of the facility will be 'domestic flights'. Thus all flights out of any international airport would have to be through the screening process of the International Terminal of that airport.

Entrance Permits - see Appendix 3: Entrance and Levies

Limpopo Valley Airfield – A summary

- Close to Pont Drift border post
- Within the core of the TFCA
- A road AND air immigration point.
- Aircraft land in the middle of a wildlife area
- The only registered airport in the TFCA
- Botswana immigration already exists on the facility
- Complies with ICAO
- Pre-planning for emergency evacuations
- Established infrastructure – does not need revision or alteration to satisfy the role of a port of entry

The phenomenon of having immigration officials operating on foreign soil will not be new to the TFCA.



Figure 43: Limpopo Valley Airfield

APPENDIX 5. VEHICLE ACCESS

Consistent with the SIVEST report, the transport strategy needs to encourage travel by road by ensuring that the regional road networks are tarred and maintained. Some roads will require upgrading in some cases to facilitate easier tourist access.

A loop road is proposed linking the three nodes in each country as well as other points of interest along the route to enable the flow of tourists throughout the TFCA to be maximised.

1. Save for the Tuli Circle crossing which is not characterised by river borders, all three other crossings will only be possible within the TFCA during low water periods only.
2. The Limpopo River bed when the river is dry which is the situation for approximately 9 months of the year.
3. Pont Drift will have a low level causeway restricted to 5 tons vehicles. High water bridges exist at Platjan and Beit Bridge Border Posts for use for larger vehicles and during high water periods of flow in the Limpopo River.
4. The Pont Drift crossing has a cable car managed and operated by Limpopo Valley Access (Pty) Ltd for human carriage only.
5. Nottingham Ranch will be low level crossings only.
6. It is proposed that all access roads to and from Botswana and South Africa at Pont Drift are relocated in order so that they pass the Limpopo Valley Airfield and the immigration officials therein.
7. As access roads generate noise and sight pollution and therefore impact on the enjoyment of tourists in their camps, it is proposed that immigration be granted at times outside of the traditional game viewing times hence 9.00am to 3.00pm.
8. All travellers passing through the TFCA are obliged to produce confirmation of reservations at one or more of the camps therein
9. Access is restricted to vehicles of less than 5 tons (overland tourist vehicles are 5-tonners). Supply vehicles will be excluded from this but this will really only apply to construction vehicles (tourism development) and fuel deliveries
10. Vehicles transporting freight will NOT be permitted a thoroughfare. All non-tourist traffic, in particular heavy vehicles will be diverted on alternative routes.
11. Access will be permitted along the agreed thoroughfares only
12. The speed limit within the GMTFCA will be 50kph on paved roads and 40kph on all others.
13. Other than proclaimed access roads there will be no registered servitudes on roads through GMTFCA. Access on roads other than proclaimed roads will be by agreement only and will be marked as courtesy roads.
14. The road west from Beit Bridge through Sentinel and Nottingham Estate to Maramani should be maintained as wide dirt roads.

When erecting, extending or refurbishing the Border Posts, the architecture should accurately reflect the border post's status as the gateway to the respective country's game reserve which is, by nature of a TFCA and World Heritage Site, is of national significance. It is imperative that the Border Posts digress away from the typical, ugly government buildings, which they are want to build. A more African bush style facility would be more in keeping with the TFCA.

APPENDIX 6. ENTRANCES AND IMMIGRATION

Entrances and Levies

Phase 1 of GMTFCA.

1. Entrance roads into the TFCA have temporary entrance booms at which entrance fees are collected and TFCA entrance permits are handed to visitors.
2. It is at these points that veterinary legislation will be strictly enforced.
3. The two immigration points will be within the park and at the point where vehicles cross the international border.
4. Should there be additional entry roads warranting additional entrance gates, then these will be accepted during TTC deliberations in the future.

It is the proposal of the TWG that commensurate with the collection of entrance levies into the GMTFCA that a permit is obtained for such entry which will serve to:

- Prove that entrance fees have been paid
- Confirm which entrance gate the tourist entered.
- Identify the individual and their passport/identity number
- Confirm that such individual, by entering the TFCA will stay over for at least one night in the TFCA.
- Confirm that where applicable, immigration formalities have been complied with.

This permit card is consistent with the United States of America Department of Immigration and there is no reason to question why it would not work in the Greater Mapungubwe TFCA.

It will be carried on the tourist visiting the TFCA and presented for inspection and/ or collected on departure from the TFCA.

Name
Surname
Date of Arrival
Passport/ID Number
Mode of travel Vehicle ☐ Other ☐
Reg No **Specify**
Length of stay **Days**
Destination

This card is confirmation of authorisation to enter and depart the Greater Mapungubwe TFCA. Please note that this card is to be presented at the time of departure from the TFCA. Should immigration formalities have been necessary on departure, the immigration stamp of the country of TFCA exit should be affixed hereunder.

Please ensure that you comply with the customs and immigration requirements of the respective countries and where necessary declare at the customs points of the countries you are visiting


 Republic of Botswana

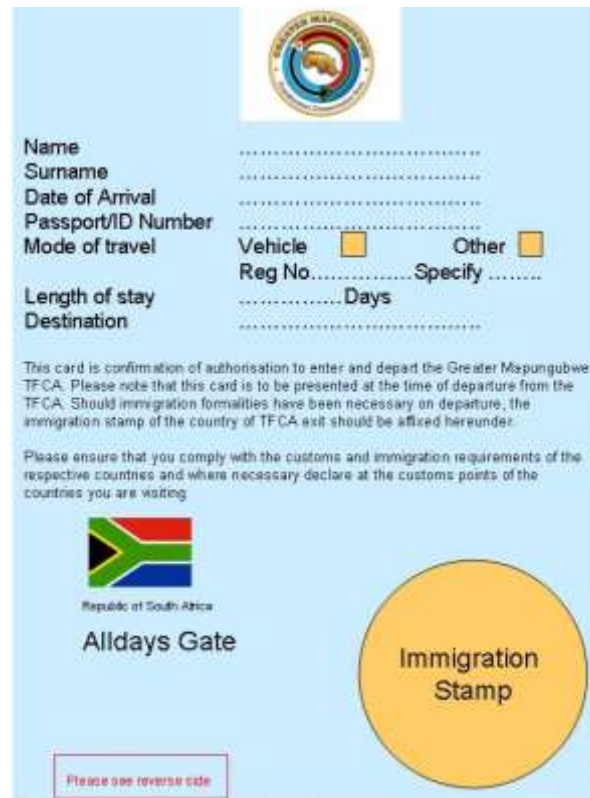
Mothlabaneng Gate

Immigration Stamp

Please see reverse side

Figure 44: Botswana Entrance Card

The above should also include "Country of residence".



The South African Entrance Card is a light blue form. At the top center is the Greater Mapungubwe TFCA logo. Below it, the following fields are listed on the left: Name, Surname, Date of Arrival, Passport/ID Number, Mode of travel, Length of stay, and Destination. To the right of these fields are dotted lines for entry. For 'Mode of travel', there are checkboxes for 'Vehicle' and 'Other', followed by 'Reg No.' and 'Specify'. Below these are dotted lines for 'Days' and another set of dotted lines. A paragraph of text follows, explaining the card's purpose and the need to comply with customs and immigration requirements. Below this text is the South African flag, the text 'Republic of South Africa', and 'Alldays Gate'. To the right is a large yellow circle labeled 'Immigration Stamp'. At the bottom left, a small box says 'Please see reverse side'.

Name
Surname
Date of Arrival
Passport/ID Number
Mode of travel
Length of stay
Destination

Vehicle ☐ Other ☐
Reg No. Specify

Days

This card is confirmation of authorisation to enter and depart the Greater Mapungubwe TFCA. Please note that this card is to be presented at the time of departure from the TFCA. Should immigration formalities have been necessary on departure, the immigration stamp of the country of TFCA exit should be affixed hereunder.

Please ensure that you comply with the customs and immigration requirements of the respective countries and where necessary declare at the customs points of the countries you are visiting.


Republic of South Africa
Alldays Gate

Immigration Stamp

Please see reverse side

Figure 45: South African Entrance Card



The Zimbabwe Entrance Card is a light green form. At the top center is the Greater Mapungubwe TFCA logo. Below it, the following fields are listed on the left: Name, Surname, Date of Arrival, Passport/ID Number, Mode of travel, Length of stay, and Destination. To the right of these fields are dotted lines for entry. For 'Mode of travel', there are checkboxes for 'Vehicle' and 'Other', followed by 'Reg No.' and 'Specify'. Below these are dotted lines for 'Days' and another set of dotted lines. A paragraph of text follows, explaining the card's purpose and the need to comply with customs and immigration requirements. Below this text is the Zimbabwean flag, the text 'Republic of Zimbabwe', and 'Tuli Safari Area gate'. To the right is a large light blue circle labeled 'Immigration Stamp'. At the bottom left, a small box says 'Please see reverse side'.

Name
Surname
Date of Arrival
Passport/ID Number
Mode of travel
Length of stay
Destination

Vehicle ☐ Other ☐
Reg No. Specify

Days

This card is confirmation of authorisation to enter and depart the Greater Mapungubwe TFCA. Please note that this card is to be presented at the time of departure from the TFCA. Should immigration formalities have been necessary on departure, the immigration stamp of the country of TFCA exit should be affixed hereunder.

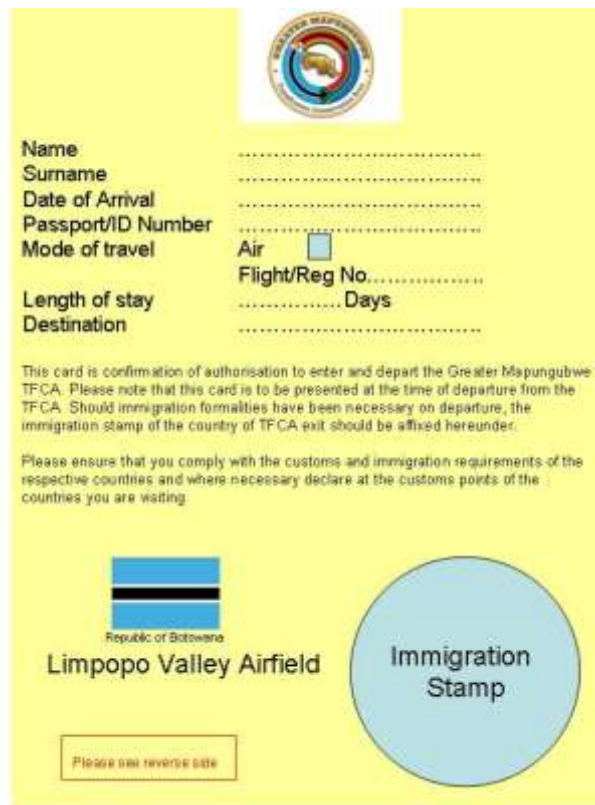
Please ensure that you comply with the customs and immigration requirements of the respective countries and where necessary declare at the customs points of the countries you are visiting.


Republic of Zimbabwe
Tuli Safari Area gate

Immigration Stamp

Please see reverse side

Figure 46: Zimbabwe Entrance Card



The image shows a yellow entrance card for Limpopo Valley Airfield. At the top center is the Greater Mapungubwe Tourism Facilitation Card of Africa (GMTFCA) logo. Below it, there are fields for personal and travel information: Name, Surname, Date of Arrival, Passport/ID Number, Mode of travel (with a checkbox for 'Air'), Flight/Reg No., Length of stay, and Destination. Each field has a dotted line for text entry. Below these fields is a paragraph of text: 'This card is confirmation of authorisation to enter and depart the Greater Mapungubwe TFCA. Please note that this card is to be presented at the time of departure from the TFCA. Should immigration formalities have been necessary on departure, the immigration stamp of the country of TFCA exit should be affixed hereunder.' This is followed by another paragraph: 'Please ensure that you comply with the customs and immigration requirements of the respective countries and where necessary declare at the customs points of the countries you are visiting.' At the bottom left is the flag of the Republic of Botswana and the text 'Limpopo Valley Airfield'. At the bottom right is a large blue circle labeled 'Immigration Stamp'. A small box at the bottom left says 'Please see reverse side'.

Figure 47: Limpopo Valley Airfield Entrance Card

In respect of these permits:

1. The permit will be completed in triplicate:
 - The original for the tourist
 - A copy for administrative purposes that will be submitted with the collected levies for reconciliation purposes.
 - A copy retained at the point of entrance to back-up those issued.

It is likely that permits will be mislaid from time to time and it will therefore be necessary to have records at entrance gates for ratification purposes.

2. Each country will have a uniform country colour.
3. Each entrance gate will be clearly identified.
4. Where immigration formalities have been processed, the immigration stamp will appear where provided for.
5. The rear of each permit will feature regulations, times of access, vet and animal health restrictions, speed limit, emergency contact number and an indemnity waiver.



Greater Mapungubwe TFCA

I, acknowledge that in exchange for this permit to enter the Greater Mapungubwe TFCA will:

- Conduct myself and those accompanying me with respect and courtesy of this Transfrontier Conservation Area, its flora, fauna, citizens, officials and employees.
- identify myself when requested to do so.
- present this permit on request
- if departing from a country different to that which I entered, overnight in the TFCA at a destination of my choice.
- Agree to indemnify all members of this TFCA in the event that I suffer death, injury, loss or damage through any act of negligence or otherwise caused by an official or employee of this TFCA.

Signed Date

Please note that any person departing from a country different to that which he/she entered:

1. Will be required to overnight in the TFCA at a destination of one's choice.
2. It is incumbent on the holder of this permit to ensure that immigration formalities have been complied with **before** arrival at the exit gate.
3. The transport of any products, animal or otherwise, should comply with the legislation of the respective countries through which one will travel.

Whilst on your way to your destination within the Greater Mapungubwe TFCA, you will encounter many animals on route. Some of these animals should be considered dangerous especially lion, leopard and elephant). Please drive carefully and adhere to the following regulations:

- **Travel to your destination on dedicated access and courtesy roads only.**
- **Do not leave these dedicated roads.**
- **Do not leave your vehicle - remain in your vehicle at all times unless authorised to do so.**
- **Remain at a respectable distance from wild animals.**
- **Remember that all wild animals are potentially dangerous**
- **Obey the speed limits**
- **Do not feed animals**
- **Retain your entrance permit for presentation on your departure**
- **PLEASE DO NOT LITTER**

Figure 48: Rear of Entrance Cards

Please note:

1. Any person taking advantage of the tourist immigration points in the TFCA will be obliged to overnight within the confines of the TFCA at a destination of his or her choice.
2. Where a day visit is arranged, such entrance and exit should be via the same country and after payment of the appropriate entrance fees.
3. Tourists will only need to clear immigration if they exit the TFCA through a different country than that which they entered.
4. Where you exit from a different country to that which you entered, there will be the following checks:
 - That the Immigration stamp has been placed on the entry/exit card before it is removed
 - In terms of the Tourism Development Protocol
 - all people exiting the TFCA must have overnighted within the TFCA before exiting the TFCA.
 - The card is removed from the departing person, retained by the official present at the exit gate and reconciled against the entry as part of an administrative function.

1. Any person or group of people who attempt to exit the TFCA from a different country to that which they entered without the required confirmation of immigration in the form of the stamp on the form and the passport will be returned to the nearest immigration point to complete immigration formalities before being allowed to exit.
2. With the entrance card in your passport you are granted unencumbered and immigration-free passage through the TFCA on condition that you exit the TFCA through the same country that you entered irrespective of the exit gate.
3. In the absence of the UNIVISA system, any nationalities who have a visa for one constituent of the TFCA may travel unhindered to other components of the TFCA without a visa on condition that they return immediately to the country of visa on departure from the GMTFCA.

Residence and Employee Permits

It is recognised that the dynamics and characteristics of this TFCA means that there will be a not inconsiderable daily movement of people through the entrance gates. As indicated earlier in this document:

- the fact that communities reside on the immediate periphery of GMTFCA (in Botswana and Zimbabwe specifically) it is expected that as tourism grows, so too will employment opportunities in the TFCA. With many employees residing at their homes in the communities and commuting to work in the TFCA, a solution needs to be found to this as entrance fees cannot be paid daily.
- The fact that GMTFCA is characterised by communities residing within the TFCA, such communities will also require a solution to the entrance fee matter in order for them to travel in and out of the TFCA.

It is proposed that a permit be carried by such employees and residents that grant them free movement in and out of the TFCA but subject to the gate times imposed by the TFCA.

Permits for Daily Movement in/out GMTFCA

These are permits issued to employees and residents within the TFCA only.

Employees will receive a card with their photo included thereon and which will expire on an annual basis. New technology (as below) allows for inexpensive reprinting of same and a simple laminator can ensure that they last 12 months.

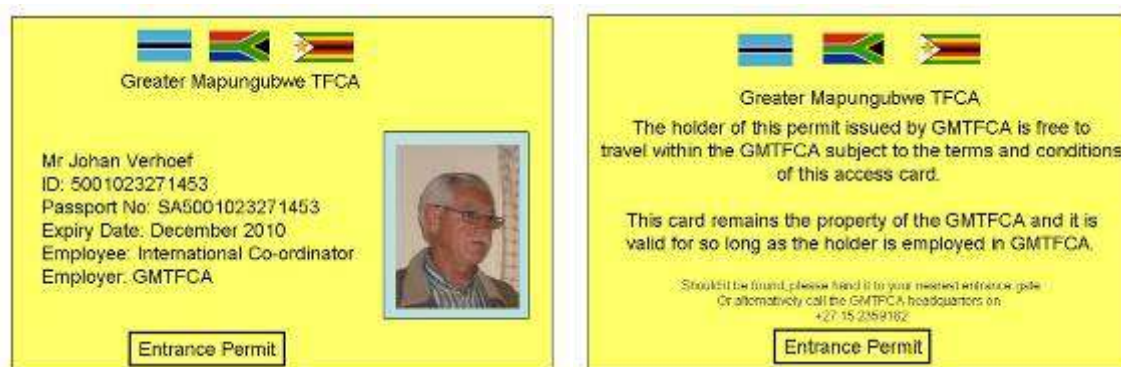


Figure 49: Entrance Permit

The above should reflect an 'Employees Entrance Permit'. Cost will be equivalent to \$10.00. Renewable annually.

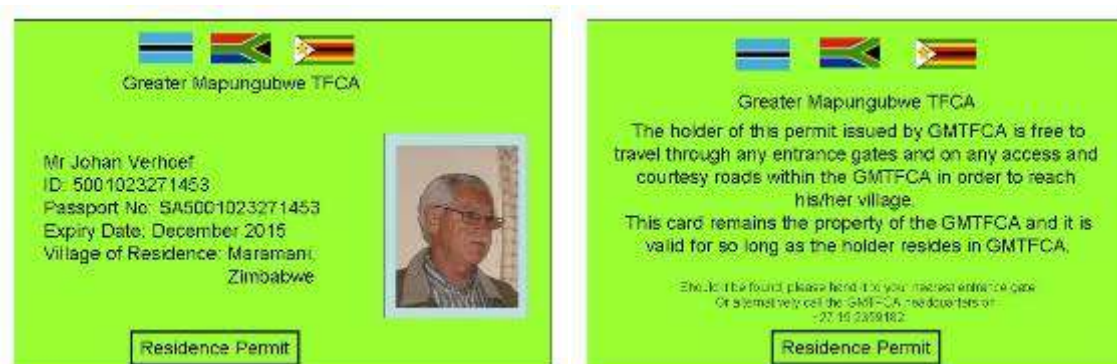


Figure 50: Residence Permit

This will be a 'Resident's Permit'. Expiry every 5 years. Issued to everyone over 12 years of age. 100% subsidiary. \$2.00 lost card.

The Residents' permit will be along similar lines and will be issued to all bona fide residents of villages included in the TFCA.



Figure 51: Vehicle Registration Permit

A vehicle permit for unrestricted access in and out of the TFCA for both resident, employee and official vehicles.

It is the view of the TWG that roads will require ongoing maintenance caused by damage to roads from usage and that perhaps vehicle permits should be purchased on an annual basis, the proceeds being directed to a fund responsible for road maintenance throughout the TFCA. It is proposed that a vehicle permit should cost of the order of US\$ per annum each. A vehicle permit should look something like the example below:

The vehicle permit is required for all vehicles that enter and exit the TFCA. Any vehicles that remain on their respective properties within the TFCA do not need a permit.

Customs

It is the proposal of the TWG that entrance gates will not have the infrastructure to levy customs duties and given that the respective border posts will be tourism posts only:

1. All duty on goods coming into the TFCA will be paid at source.
2. Police Services can be present at:

- Nottingham
- Pont Drift
- <Add>

- Although it is proposed that actual immigration formalities take place at Limpopo Valley Airfield for both air and vehicle tourists, police can be stationed at Pont Drift to monitor the vehicles that cross the Limpopo River at Pont Drift between Botswana and South Africa.

Similarly, cross border charges should be avoided where the TFCA's are the only destination. In this regard therefore:

- Carbon taxes
- Road Levies
- Customs Duties and levies

Will not apply to vehicles entering the TFCA. Those countries wishing to impose such duties at the exit of the TFCA may do so at their discretion.

The proposal is that there will be a restriction of 5 ton vehicles across the TFCA immigration points. Large scale supplies will need to be sourced from within the country of destination or route through immigration points where duties can be levied.

Many overland vehicles are 5 ton trucks hence the 5 ton limit on all vehicles.

Security and Policing

Security concerns and the remoteness of the TFCA will necessitate consideration of the provision of police points within the TFCA area. It is suggested that satellite police stations be established at each of the Interpretive Centre development nodes within the TFCA. It is felt by the Tourism Development Working Group that this is a Security and Policing Working Group matter but subscribes to the principle.

Entrance Fees

It is the unanimous view of the TWG that in respect of entrance fees:

1. They should be fair and equitable to all three countries.
 2. Such entrance fees should be competitive with those charged by other TFCAs and National Parks in southern Africa.
 3. Concessions in respect of entrance fees such as the Wild Card should not prejudice neighbouring components. Instead a concession card will be made available exclusive to GMTFCA.
 4. In the case of GMTFCA the entrance fee will be a once off and not a conservation fee
 5. Community members residing in the TFCA, employees working in the TFCA and officials of the TFCA should be the only permit carrying individuals who are absolved of the obligation to pay entrance fees to the TFCA.
 6. Entrance fees are divisible between the countries irrespective of where they are collected.
 7. Such division of the fees will be proportionate to the total land committed to the TFCA by the respective countries for a period of 5 years after which the equity of this will be reviewed and adjusted if necessary.
 8. Such income to the respective countries will be used to fund each country's TFCA operating costs.
- It is proposed that the entrance fee for the calendar year to end 2010 should be:
 - R100 per vehicle
 - R100 per person
 - R50 per child under the age of 12 years.
9. Save for officials, employees and permanent residents in the TFCA, as well as GMTFCA concession card this entrance fee will be paid without exception.

Concession Entrance Card

As there are numerous private landowners included in the TFCA, it is only right that they should receive a concession in respect of entrance fees whilst at the same time contributing to the costs of operating the TFCA.

This concession card will apply to anyone who is:

- not a resident in the TFCA
- not an employee of the TFCA or commercial operations

This concession card will not waive the obligation of a vehicle permit which in any case replaces the road transport levy and carbon taxes imposed by the countries concerned.

The annual cost of the card will be US 50.00 per person as a once off.



Figure 52: Concession Card

In brief,

1. Vehicles exceeding 5 tons will be not be permitted to cross the international border posts. Overland trucks and small supply vehicles will be permitted access to the TFCA subject to the payment of the necessary entrance fees.
2. International crossing points (Pont Drift and Poacher's Corner) will be restricted to 8am-4pm.
3. Limpopo Valley Airfield will be restricted to flight operations and immigration between 9am and 3pm daily
4. Entrance gates will need a 5am – 11pm time of operation to allow for employees and residents access.
5. Anyone not in possession of a prior issued permit in her/her possession will be levied the appropriate fees without exception.
6. Concession cards for other parks will not apply in GMTFCA.