

-LAKE EYRE BASIN CONFERENCE Sept 2013

PUBLIC ACCESS TO THE MAJOR RIVER SYSTEMS IN LEB

OR MORE TO THE POINT (LACK OF PUBLIC ACCESS)

DON RANSOM

WHEN LARGE RAINFALL EVENTS OCCUR AND THE LARGE WATERCOURCES FLOOD IN THE BASIN IT IS OFF INTEREST TO A LARGE NUMBER OF PEOPLE WHO HEAD INTO THE AREA WITH THE INTENT OF LOOKING AT THE WATER FLOWING

AS THEY ATTEMPT TO ACCESS THE AREA TO SEE WHAT IS HAPPENING THEY FIND THE NUMBER OF PLACES THEY CAN ACTUALLY GET TO THE WATER IS EXTREMELY LIMITED.

THE LARGEST RIVERS IN LOWER END OF THE SYSTEM ARE THE COOPER AND WARBURTON CREEKS AND IN EXTRA LARGE FLOODS THE STREZLECKI CREEK.

I WILL LOOK AT THOSE IN SA AS THESE AS THERE ARE THE ONES I AM MOST FAMILIAR WITH AND HAVE BEEN LUCKY ENOUGH TO BOAT ON THEM AT DIFFERENT TIMES AS THEY WERE FLOWING

THE DISTANCES BETWEEN THESE FEW ACCESS POINTS IS LARGE

LOOKING AT THEM IN DETAIL USING RIVER KMS WE FIND

DISPLAY MAP ON SCREEN AND RUN THRU THEM APPROX DISTANCE BETWEEN EACH POINT (RIVER KMS)

THE COOPER CREEK

QUEENSLAND BORDER TO CULLYAMURRA 11KM

INNAMINCKA PRECINCT (THIS HAS GOOD ACCESS)

WILLS TO WALKERS CROSSING 110km

WALKERS TO BIRDSVILLE TRACK FERRY CROSSING (VERY LARGE DISTANCE)
263km

CROSSING TO LAKE EYRE 143 km

WARBURTON CREEK

BIRDSVILLE- WARBURTON CROSSING 140km

WARBURTON CROSSING TO LAKE EYRE 254 km

STREZLECKI CREEK

SREZ CROSSING TO LAKE BLANCHE 86km

WHEN YOU GET TO SOME OF THESE AVAILABLE POINTS YOU FREQUENTLY FIND THAT YOUR VIEW IS LIMITED AND MOSTLY OF STEEP BANKED WATERHOLES WITH A LOT OF LIGNUM AND LARGE WELL ESTABLISHED TREES ETC

IF YOU COULD GET TO OTHER SPOTS ALONG THE CREEKS YOU FIND THERE IS A LARGE VARIATION OF COMPLETELY DIFFERENT HABITATS

LARGE EXPANSES OF SHALLOW WATER SANDHILLS STANDING RIGHT AT
EDGE OF LARGE FLOOD PLAINS LAKES MAGNIFICENT BIRDLIFE
SENSATIONAL SCENERY

SHOW THE VARIOUS PICTURES OF THESE AS DESCRIBING

SHOW VARIOUS SLIDES, STARTING WITH THE COOPER, LAKE HOPE, WARBURTON AND FINALLY STREZLECKI

LAKE HOPE HUGE EXPANSE OF WATER AND THEN FLOOD OUT PLAINS

ON THE WARBURTON SPECTACULAR COLOURED CLIFFS

AS THE SYSTEM FLOWS IT FLOODS UP SWALES BETWEEN THE DUNES AND FORMS LAKES, SOME OF WHICH ARE HUGE

OTHER THAN THOSE POINTS I SHOWED EARLIER THERE IS NOWHERE THE PUBLIC CAN EASILY GET INTO LOOK AT THESE AMAZING AND UNIQUE EVENTS

SHOULD THE COMMUNITY BE BETTER ABLE TO ACCESS THESE UNIQUE EVENTS AS THEY HAPPEN AND SEE THIS AMAZING SCENERY

THIS IS A COMPLICATED AND SOMETIMES EMOTIVE ISSUE

**PERHAPS A MORE EQUITABLE BALANCE OF USE OF THE NATURAL RESOURCES
IN THE AREA COULD BE THE ANSWER TO ALLOW IMPROVED ACCESS**

MOST OF THIS AREA UNDER DISCUSSION IN SA COMES UNDER THE CONTROL OF THE DEPT OF ENVIRONMENT, WATER AND NATURAL RESOURCES, EITHER NATIONAL PARKS OR PASTORAL SECTIONS

IN SA THE PASTORAL ACT HAS AS ONE OF ITS OBJECTIVES

**TO PROVIDE THE COMMUNITY WITH A SYSTEM OF ACCESS TO AND THROUGH
PASTORAL LAND THAT FINDS A BALANCE BETWEEN THE INTERESTS OF THE
PASTORAL INDUSTRY AND THE INTERESTS OF THE COMMUNITY IN ENJOYING THE
UNIQUE ENVIRONMENT OF THE LAND**

I WOULD CONSIDER THAT THESE EVENTS ARE ABOUT AS UNIQUE AS YOU CAN GET

SO COULD A SYSTEM OF PARS BE THE WAY TO GIVE ACCESS.

IF 2-3 NEW PLACES WERE SELECTED TO BE OPEN UP FOR ACCESS WHAT WOULD HAPPEN

AS SOON AS THE SUBJECT COMES UP THERE WOULD BE TALK OF ALL SORTS OF PROBLEMS

(4WDS MAKING NEW TRACKS, CAMPERS LITTERING, WOODFIRES, STOCK DISTURBANCE INTERFERRING WITH PETROLEUM INSTALLATIONS LACK OF RESOURCES TO MAINTAIN TRACKS)

(I CAN HEAR THEM ALL NOW)

AND THERE WILL BE SOME TRUTH IN ALL OF THESE

BUT SHOULD IT BE ENOUGH TO STOP PEOPLE SEEING THESE AMAZING FEATURES WHEN THEY OCCUR

IF WE LOOK AT THE OVERALL DAMAGE TO THE NATURAL RESOURCES OF THE AREA SEVERAL THINGS COME FORWARD

CATTLE TRAMPLE THE BANKS OF THE WATERHOLES

PETROLEUM EXPLORATION LEAVE A HUGE NUMBER OF TRACKS ESPECIALLY IN THE AREA AROUND COOROOMUNCHENA WATERHOLE (SHOW ON MAP)

SOME OF THESE TRACKS WOULD MAKE IDEAL READYMADE ACCESS TRACKS INTO THE SYSTEM EVEN THOUGH THEY MAY GO PAST PETROLEUM INFRASTRUCTURE.....THERE ARE PRESENTLY PLENTY OF TRACKS ROADS WHICH PASS CLOSELY TO INSTALATIONS WITHOUT A HUGE AMOUNT OF PROBLEMS

BOTH OF THESE STAKEHOLDERS MENTIONED CONDUCT THERE OPERATIONS VERY CAREFULLY AND TAKE INTO CONSIDERATION THE ENVIRONMENT.

BUT WHEN YOU LOOK AT THE OVERALL IMPACTS THERE IS STILL SIGNIFIGANT DISTURBANCE.

WHAT I AM TRYING TO SAY IS THAT IF THE PRESENT LEVEL OF USE OF THE RESOURCE **IS ACCEPTABLE** THEN ADDING 2 OR 3 MORE SMALL PRESSURE POINTS WON'T FURTHER DEGRADE IT

IT WOULD BE COMPLICATED

BUT WITH **BALANCED CONSULTATION** BETWEEN THE STAKEHOLDERS
SOMETHING COULD BE WORKED OUT

NOT HUGELY EXPENSIVE AS MOST OF THE TRACKS REQUIRED COULD BE ONES
ALREADY ESTABLISHED BY OTHER OPERATORS

BUT NOT IMPOSSIBLE

DO WE WANT TO GO DOWN THIS ROAD

THESE PLACES ARE UNIQUE AND AN ATTEMPT SHOULD BE MADE TO OPEN SOME
OF THEM UP TO BETTER COMMUNITY ACCESS

**THE MAIN REASON BEHIND THIS TALK IS TO RAISE AWARENESS
OF THE INABILITY OF PEOPLE TO OBSERVE THE MARVELS OF
THESE RIVERS WHEN THEY FLOW**

THESE SORTS OF SCENES ARE NOT AVAILABLE FROM EXISTING ACCESS POINTS

ALONG THESE HUNDREDS OF KMS THERE IS JUST NO COMMUNITY ACCESS AT
ALL