



THE LAW SOCIETY OF NAMIBIA  
NAMLEX CHAMBERS - 1st FLOOR  
333 INDEPENDENCE AVENUE  
P.O. BOX 714  
TEL: 230263/088  
FAX: 230223  
WINDHOEK-NAMIBIA

# GOVERNMENT GAZETTE

## OF THE

# REPUBLIC OF NAMIBIA

R0,50

WINDHOEK — 1 February 1992

No. 349

### CONTENTS

#### GOVERNMENT NOTICES

	<i>Page</i>
No. 9 Proclamation of a trunk road (number 4/1) and of a main road (number 31), closing of portions of trunk road 4/1, of a portion of main road 31 and of a portion of district road 459, deviation of a portion of trunk road 4/1, and amendment of classification of a portion of district road 459 and a portion of trunk road 4/1: District of Lüderitz and Bethanien .....	2
No. 10 Proposal that portions of district road (number 3615) be deviated and that the classification of district road 3613 be changed: District of Ovambo .....	5
No. 11 Closing of farm road 1489: District of Windhoek .....	7
No. 12 Deviation of a portion of trunk road 6/1 and amendment of the width of the road reserve of a portion of trunk road 6/1: District of Windhoek ...	7

#### GENERAL NOTICES

No. 3 City of Windhoek: Permanent closing of portion 1 of Kuiseb Street, Eros-park .....	9
No. 4 Personnel Licensing: Aircrew examinations: Entry requirements and examination schedule: 1992 .....	9
No. 5 Bank of Namibia: Statement of Assets and Liabilities as at the close of business on 31 December 1991 .....	13
No. 6 Municipality of Windhoek: Amendment of electricity supply regulations ...	14
No. 7 Notice of Re-utilisation of existing borehole .....	16

---

## Government Notices

---

### MINISTRY OF WORKS, TRANSPORT AND COMMUNICATION

No. 9

1992

**PROCLAMATION OF A TRUNK ROAD (NUMBER 4/1) AND  
OF A MAIN ROAD (NUMBER 31), CLOSING OF PORTIONS  
OF TRUNK ROAD 4/1, OF A PORTION OF MAIN ROAD 31  
AND OF A PORTION OF DISTRICT ROAD 459, DEVIATION  
OF A PORTION OF TRUNK ROAD 4/1, AND AMENDMENT  
OF CLASSIFICATION OF A PORTION OF DISTRICT ROAD  
459 AND A PORTION OF TRUNK ROAD 4/1: DISTRICTS  
OF LÜDERITZ AND BETHANIEN**

It is hereby made known -

- (a) in terms of section 22(2) of the Roads Ordinance, 1972 (Ordinance 17 of 1972), that the President has, in the districts of Bethanien and Lüderitz -
  - (i) under section 22(1)(a) of the said Ordinance proclaimed a road on land where no road previously existed and defined the course thereof as described in Schedules I and II and shown on sketch-map P1485 by the symbols D-E-F and H-J-K, respectively;
  - (ii) under section 22(1)(c) of the said Ordinance closed the portions of trunk road 4/1 described in Schedules III and IV and shown on sketch-map P1485 by the symbols N-P-K and D-L-M, respectively;
  - (iii) under section 22(1)(c) of the said Ordinance deviated the portion of trunk road 4/1 described in paragraph (a) of Schedule V and shown on sketch-map P1485 by the symbols A-C, from the route so described and shown, to the route described in paragraph (b) of the said Schedule and shown on sketch-map P1485 by the symbols A-B-C;
  - (iv) in terms of section 22(1)(a) of the said Ordinance proclaimed a road on land where no road previously existed and defined the course thereof as described in Schedules VI and VII and shown on sketch-map P1485 by the symbols J-O-N and Q-M, respectively;
  - (v) in terms of section 22(1)(c) of the said Ordinance closed the portion of main road 31 described in Schedule VIII and shown on sketch-map P1485 by the symbols L-Q; and

- (vi) in terms of section 22(1)(c) of the said Ordinance closed the portion of district road 459 described in Schedule IX and shown on sketch-map P1485 by the symbols H-O-P; and
- (b) in terms of section 23(3) of the said Ordinance that the President has -
  - (i) under section 23(1)(a) of the said Ordinance declared the road referred to in paragraph (a)(i) to be a trunk road (number 4/1);
  - (ii) in terms of section 23(1)(e) of the said Ordinance amended the declaration as district road of the portion of district road 459 described in Schedule X and shown on sketch-map P1485 by the symbols F-G-H, to trunk road 4/1;
  - (iii) in terms of section 23(1)(e) of the said Ordinance amended the declaration as trunk road of the portion of trunk road 4/1 described in Schedule XI and shown on sketch-map P1485 by the symbols M-N, to main road 31; and
  - (iv) in terms of section 23(1)(b) of the said Ordinance declared the road referred to in paragraph (a)(iv) to be a main road (number 31).

The said sketch-map shall at all times lie open to inspection at the office of the Permanent Secretary: Works, Transport and Communication, Windhoek, during normal office hours.

#### SCHEDULE I

From a point (D on sketch-map P1485) on trunk road 4/1 on the farm Plaas 176 generally south-south-eastwards across the said farm to a point (E on sketch-map P1485) on the said farm; thence generally southwards across the said farm and the farm Portion 6 of Plaas 176 to a point (F on sketch-map P1485) on district road 459 on the last-mentioned farm.

#### SCHEDULE II

From a point (H on sketch-map P1485) on district road 459 on the farm Brackwasser 144 generally east-south-eastwards across the said farm to a point (J on sketch-map P1485) on the said farm; thence generally east-south-eastwards across the said farm to a point (K on sketch-map P1485) on trunk road 4/1 on the said farm.

#### SCHEDULE III

From a point (N on sketch-map P1485) on the farm Brackwasser 144 generally south-south-eastwards across the said farm to a point (P on sketch-map P1485) on the said farm; thence generally south-eastwards across the said farm to a point (K on sketch-map P1485) on the said farm.

## SCHEDULE IV

From a point (D on sketch-map P1485) on the farm Plaas 176 generally south-eastwards and more and more south-south-eastwards across the said farm to a point (L on sketch-map P1485) on the said farm; thence generally south-south-eastwards across the said farm and the farm Portion 6 of Plaas 176 to a point (M on sketch-map P1485) on the last-mentioned farm.

## SCHEDULE V

- (a) From a point (A on sketch-map P1485) on the farm Aus Townlands 36 generally east-north-eastwards across the said farm and the farm Augustfelde 42 to a point (C on sketch-map P1485) on the last-mentioned farm.
- (b) From a point (A on sketch-map P1485) on the farm Aus Townlands 36 generally eastwards across the said farm and the farm Augustfelde 42 to a point (B on sketch-map P1485) on the last-mentioned farm; thence generally north-eastwards across the last-mentioned farm to a point (C on sketch-map P1485) on the last-mentioned farm.

## SCHEDULE VI

From a point (J on sketch-map P1485) on the farm Brackwasser 144 generally northwards across the said farm to a point (O on sketch-map P1485) on the said farm; thence generally northwards across the said farm to a point (N on sketch-map P1485) on the said farm.

## SCHEDULE VII

From a point (Q on sketch-map P1485) on the farm Plaas 176 generally south-south-westwards across the said farm and the farm Portion 6 of Plaas 176 to a point (M on sketch-map P1485) on the last-mentioned farm.

## SCHEDULE VIII

From a point (L on sketch-map P1485) on trunk road 4/1 on the farm Plaas 176 generally north-eastwards across the said farm to a point (Q on sketch-map P1485) on main road 31 on the said farm.

## SCHEDULE IX

From a point (H on sketch-map P1485) on the farm Brackwasser 144 generally east-north-eastwards across the said farm to a point (O on sketch-map P1485) on the said farm; thence generally east-north-eastwards across the said farm to a point (P on sketch-map P1485) on trunk road 4/1 on the said farm.

## SCHEDULE X

From a point (F on sketch-map P1485) on the farm Portion 6 of Plaas 176 generally southwards and more and more south-south-eastwards across the said farm and the farm Brackwasser 144 to a point (G on sketch-map P1485) on the last-mentioned farm; thence generally east-south-eastwards across the last-mentioned farm to a point (H on sketch-map P1485) on the last-mentioned farm.

## SCHEDULE XI

From a point (M on sketch-map P1485) on the farm Portion 6 of Plaas 176 generally southwards and more and more south-south-eastwards across the said farm and the farm Brackwasser 144 to a point (N on sketch-map P1485) on the last-mentioned farm.

---

## MINISTRY OF WORKS, TRANSPORT AND COMMUNICATION

No. 10

1992

### PROPOSAL THAT PORTIONS OF DISTRICT ROAD (NUMBER 3615) BE DEVIATED AND THAT THE CLASSIFICATION OF DISTRICT ROAD 3613 BE CHANGED: DISTRICT OF OVAMBO

In terms of section 20(1) of the Roads Ordinance, 1972 (Ordinance 17 of 1972), it is hereby made known that the Permanent Secretary: Works, Transport and Communication proposes that, in the district Ovambo -

- (a) the portion of district road 3615 described in paragraph (a) of Schedule I and shown on sketch-map P1492 by the symbols F-G-H, be deviated from the route so described and shown, to the route described in paragraph (b) of the said Schedule and shown on sketch-map P1492 by the symbols F-H (see insert-sketch A);
- (b) the portion of district road 3615 described in paragraph (a) of Schedule II and shown on sketch-map P1492 by the symbols K-L-M, be deviated from the route so described and shown, to the route described in paragraph (b) of the said Schedule and shown on sketch-map P1492 by the symbols K-L1-M (see insert-sketch B);
- (c) the portion of district road 3615 described in paragraph (a) of Schedule III and shown on sketch-map P1492 by the symbols O-P, be deviated from the route so described and shown, to the route described in paragraph (b) of the said Schedule and shown on sketch-map P1492 by the symbols O-O1-P (see insert-sketch C); and

- (d) the classification of district road 3613 described in Schedule IV and shown on sketch-map P1492 by the symbols A-B-C be changed to main road 111.

A copy of this notice and the said sketch-map, being a sketch-map of the area concerned on which the roads to which the proposal refers and other proclaimed, minor and private roads in that area are shown, shall for the full period of thirty days mentioned below, lie open to inspection at the offices of the Permanent Secretary: Works, Transport and Communication, Windhoek, and the Roads Superintendent, Tsumeb, during normal office hours.

Every person having any objection to the above-mentioned proposal is hereby commanded to lodge his or her objection in writing, with the grounds upon which it is based clearly and specifically therein stated, with the Senior Control Officer (Proclamations) of the Department of Transport, Private Bag 12005, Ausspannplatz, 9000, within a period of thirty days from the date of publication of this notice.

#### SCHEDULE I

- (a) From a point (F on sketch-map P1492) generally west-north-westwards and more and more westwards to a point (G on sketch-map P1492); thence generally westwards and more and more west-south-westwards to a point (H on sketch-map P1492).
- (b) From a point (F on sketch-map P1492) generally west-north-westwards and more and more westwards to a point (H on sketch-map P1492).

#### SCHEDULE II

- (a) From a point (K on sketch-map P1492) generally west-south-westwards to a point (L on sketch-map P1492); thence generally westwards to a point (M on sketch-map P1492).
- (b) From a point (K on sketch-map P1492) generally west-south-westwards to a point (L1 on sketch-map P1492); thence generally west-north-westwards to a point (M on sketch-map P1492).

#### SCHEDULE III

- (a) From a point (O on sketch-map P1492) generally west-north-westwards to a point (P on sketch-map P1492).
- (b) From a point (O on sketch-map P1492) generally westwards to a point (O1 on sketch-map P1492); thence generally west-north-westwards to a point (P on sketch-map P1492).

**SCHEDULE IV**

From a point (A on sketch-map P1492) on main road 92 in the urban area of Oshakati generally west-south-westwards to a point (B on sketch-map P1492); thence generally westwards to a point (C on sketch-map P1492) at the junction with district road 3615.

---

**MINISTRY OF WORKS, TRANSPORT  
AND COMMUNICATION**

No. 11

1992

**CLOSING OF FARM ROAD 1489:  
DISTRICT OF WINDHOEK**

In terms of section 22(2) of the Roads Ordinance, 1972 (Ordinance 17 of 1972), it is hereby made known that the President has under section 22(1)(c) of the said Ordinance, in the district of Windhoek, closed farm road 1489 described in the Schedule and shown on sketch-map P1486 by the symbols A1-A.

The said sketch-map shall at all times lie open to inspection at the office of the Permanent Secretary: Works, Transport and Communication, Windhoek, during normal office hours.

**SCHEDULE**

From a point (A1 on sketch-map P1486) on district road 1319 on the farm Veronica 90 generally north-north-eastwards across the said farm to a point (A on sketch-map P1486) on the said farm.

---

**MINISTRY OF WORKS, TRANSPORT  
AND COMMUNICATION**

No. 12

1992

**DEVIATION OF A PORTION OF TRUNK ROAD 6/1 AND  
AMENDMENT OF THE WIDTH OF THE ROAD RESERVE  
OF A PORTION OF TRUNK ROAD 6/1:  
DISTRICT OF WINDHOEK**

It is hereby made known -

- (a) in terms of section 22(2) of the Roads Ordinance, 1972 (Ordinance 17 of 1972), that the President has under section 22(1)(c) of the said Ordinance, in the district of Windhoek, deviated the portion of trunk road 6/1 described in paragraph (a) of Schedule I and shown on sketch-map P1488 by the symbols A-A1-B, from the route so described and shown,

to the route described in paragraph (b) of the said Schedule and shown on sketch-map P1488 by the symbols A-B.

- (b) in terms of section 3(4)(b) of the said Ordinance that the President has under section 3(4)(a) of the said Ordinance increased the width of the road reserve of a portion of trunk road 6/1 according to the co-ordinates indicated on sketch-map P1488 and described in Schedule II.

The said sketch-map shall at all times lie open to inspection at the office of the Permanent Secretary: Works, Transport and Communication, Windhoek, during normal office hours.

### SCHEDULE I

- (a) From a point (A on sketch-map P1488) on the farm Portion 2 of Bellerode 67 generally eastwards across the said farm to a point (A1 on sketch-map P1488) on the said farm; thence generally east-north-eastwards across the said farm and the farms Portion 1 of Bellerode 67, Portion 4 of Bellerode 67 and Portion 3 of Bellerode 67 to a point (B on sketch-map P1488) on the last-mentioned farm.
- (b) From a point (A on sketch-map P1488) on the farm Portion 2 of Bellerode 67 generally eastwards and more and more east-north-eastwards across the said farm and the farms Portion 1 of Bellerode 67, Portion 4 of Bellerode 67 and Portion 3 of Bellerode 67 to a point (B on sketch-map P1488) on the last-mentioned farm.

### SCHEDULE II

The co-ordinates mentioned below were measured in metres according to the L.O. 2217 system as shown on sketch-map P1488:

Point	Y	X
A	-23416,68	61398,21
B	-23525,50	61374,19
C	-23650,49	61322,78
D	-23644,73	61316,50
E	-23524,44	61365,97

---



---

## General Notices

---

### CITY OF WINDHOEK

No. 3

1992

#### PERMANENT CLOSING OF PORTION 1 OF KUISEB STREET, EROSPARK

Notice is hereby given in terms of Section 183(1)(b)(ii) of the Municipal Ordinance, 1963 (Ordinance No. 13 of 1963) as amended, that the Municipality of Windhoek proposes to close permanently the under-mentioned portions as indicated on plan P/2709/A which lies for inspection during office hours at the office of the Town Planner, Room 702, Municipal Offices, Independence Avenue.

#### Portion 1 of Kuiseb Street, Erospark.

Objections to the proposed closing are to be served on the Director, Local Authorities and Development Planning, Private Bag 13289, and the Town Clerk, P.O. Box 59, Windhoek, within 30 days after the appearance of this notice in accordance with Article 183(3) of the above Ordinance.

J.G.B. BLIGNAUT  
TOWN CLERK

No. 4

1992

### PERSONNEL LICENSING

#### GENERAL

#### AIRCREW EXAMINATIONS: ENTRY REQUIREMENTS AND EXAMINATION SCHEDULE: 1992

1. The following requirements will apply to candidates who wish to enter for the first time for the relevant Aircrew examinations or candidates not yet having examination credits.
2. **INSTRUMENT FLIGHT RATING**
  - 2.1 The candidate must have completed at least 80 hours as pilot-in-command;
  - 2.2 Submit to the Director for Civil Aviation a certificate from a recognised ground school wherein it is certified that he has completed a course or is in the process of completing a course for the relevant examination; or

- 2.3 Have attained such a level of experience as to satisfy the Director for Civil Aviation that the candidate may be successful in the relevant examination.

### 3. **COMMERCIAL PILOT'S EXAMINATION (Including Instrument Flight Rating)**

- 3.1 The candidate must have completed at least 110 hours of flight time; or
- 3.2 must submit a certificate as in (2.2) above, or comply with the requirements as in (2.3) above.

### 4. **SENIOR COMMERCIAL PILOT'S EXAMINATION**

- 4.1 The candidate must be the holder of a valid Commercial pilot licence;
- 4.2 have completed at least 600 hours of flight time; or
- 4.3 must submit a certificate as prescribed in (2.2) above or comply with the requirements as in (2.3) above.
5. When entering for any of the above examinations, the candidate must produce:
- 5.1 a certificate as prescribed in (3.2); or
- 5.2 comply with the requirements in (3.3); and
- 5.3 his logbook or certified copy thereof to substantiate the prescribed flight time.
6. The dates on which the examinations will be held during 1992 and the relevant closing dates are as follows:

DATE OF EXAMINATION	EXAMINATION	CLOSING DATE FOR APPLICANTS	
		FIRST	FINAL
1992.02-10—11	Commercial Pilot with Instrument Flight Rating	07.02.92	07.02.92
1992.02.10—11 12	Airline Transport Pilot (Senior Commercial Pilot)	07.02.92	07.02.92
1992.06.15—16	Commercial Pilot with Instrument Flight Rating	23.05.92	30.05.92
1992.06.15—16 17—18	Airline Transport Pilot (Senior Commercial Pilot)	23.05.92	30.05.92
1992.10.19—20	Commercial Pilot with Instrument Flight Rating	26.09.92	02.10.92
1992.10.19—20 21—22	Airline Transport Pilot (Senior Commercial Pilot)	26.09.92	02.10.92

NOTE: The Instrument Flight Rating and Flight Instructors Rating examinations will be written on request by candidates as required. The dates for such examinations can be negotiated with Mr. L. Carstens at telephone number (061) 2082202.

7. Applicants must complete a separate application form for each examination type or submit a letter of application, clearly indicating, preferably in printed form:

- full surname and all initials;
- ID-number or passport number;
- complete DCA reference/licence number;
- complete postal address, **including** the relevant postal code number;
- telephone numbers (work and residence);
- the fee submitted for the relevant examination.

- 7.1 Postal applications must be submitted to:

The Director-General  
Civil Aviation Directorate  
Private Bag 12005  
Windhoek  
ATTENTION: MR. L. CARSTENS

- 7.2 These applications must be forwarded, **with due allowance for postal delays**, to arrive at the Director's office on or before the prescribed examination closing dates. Cheques and postal orders must be crossed and be payable to the Department of Transport.

- 7.3 If payment is made by cheque and a bank refuses to accept or honour such cheque, the applicant's application will be considered cancelled and he/she will not be allowed to write the examination.

8. When payment is made at a State airport it is the applicant's responsibility to submit the application form/letter together with a copy of the relevant receipt, to the office of the Civil Aviation Directorate before the relevant prescribed examination closing date. These documents can be telefaxed to (061) 38885.
9. Regulation 1.16 of the Air Navigation Regulations, 1976 as amended, stipulates that **both** the written application and payment for an examination entry must be **received** at the office of the Director-General: Transport on or before the relevant closing date.
10. A second (final) examination closing date, one week later than the first (official) closing date, (where indicated) will permit the Commissioner for Civil Aviation to consider the merits of late applications, provided the applicants pay an additional fee for such late application which is equivalent to the relevant prescribed examination fee.
11. Applications which are received after the prescribed closing date will not be accepted, **regardless of the date such applications were completed or payments effected**.

12. The above are formal examinations, conducted in accordance with customary examination procedures and requirements, as well as specific Departmental instructions which are supplied to candidates beforehand. Candidates must also please note that the use of programmable calculators/computers in these examinations are **not permitted**.

## PERSONNEL LICENCING

### GENERAL

#### EXAMINATION FEES:

1. The following fees shall apply to exams as indicated from 21 March 1990.
  2. Commercial pilot with Instrument Flight Rating:  
R70,00 for full examination;  
R40,00 per part of the examination for a re-write  
(Re-mark: R30,00 per part);  
NOTE:  
Both parts of the examination must be written at the first attempt.
  3. Instrument Flight Rating:  
R40,00  
(Re-mark: R15,00).
  4. Flight Instructor Rating:  
R8,00 per paper  
(Re-mark: R8,00 per paper).  
VENUE:  
Lecture Room  
Technical Section  
Department of Transport  
Snyman Circle  
Windhoek.
  6. Flight Engineer:  
R24,00 for the full examination  
(Re-mark: R20,00 per paper).
  7. Special examination:  
R20,00 per paper.  
NOTE:  
Applications for re-marking should be submitted within 30 days from the notification of examination results. No late requests will be considered.
-

No. 5

1992

**BANK OF NAMIBIA****STATEMENT OF ASSETS AND LIABILITIES  
AS AT THE CLOSE OF BUSINESS ON 31 DECEMBER 1991**

	<u>31-12-1991</u>	<u>30-11-1991</u>
<u>Liabilities</u>	R	R
Share Capital	20,765,471	14,165,471
General Reserve	147,699	147,699
Revaluation Reserve	488,300	240,158
Special Reserve	443,096	443,096
Deposits:		
Government	135,569,208	101,578,682
Bankers - Current	990	2,416
- Reserve	18,145,000	19,371,000
Other	715,597	715,597
Allocation of Special Drawing Rights	-	-
Other Liabilities	<u>1,848,366</u>	<u>1,272,201</u>
<b>TOTAL LIABILITIES</b>	<b><u>178,123,727</u></b>	<b><u>137,936,320</u></b>
<u>ASSETS</u>		
External:		
Rand Coin	236,026	263,815
Balances with other banks	163,074	201,289
IMF - Reserve tranche	-	-
- Special drawing rights	37,885	37,445
- Rand Subscription	657,634	657,634
Investments - Rand Currency	151,656,363	111,635,363
- Other Currency	7,464,951	6,443,138
Domestic:		
Loans and advances	-	-
Claims on the Government	-	-
Fixed assets	9,019,237	8,933,934
Other assets	<u>8,888,557</u>	<u>9,763,702</u>
<b>TOTAL ASSETS</b>	<b><u>178,123,727</u></b>	<b><u>137,936,320</u></b>

  
ERIK KARLSSON  
ACTING GOVERNOR

  
E Lule  
GENERAL MANAGER

## MUNICIPALITY OF WINDHOEK

No. 6

1992

### AMENDMENT OF ELECTRICITY SUPPLY REGULATIONS

The council of the Municipality of Windhoek has under section 244(5) of the Municipal Ordinance, 1963 (Ordinance 13 of 1963), further amended the Model Electricity Supply Regulations promulgated under Government Notice 109 of 1957, and applied to the said Municipality by Government Notice 51 of 1958, as set out in the Schedule.

The said amendments have been approved by the President under section 243 of the said Municipal Ordinance, 1963.

### SCHEDULE

Appendix F is hereby amended by -

(a) the substitution for item 5(a) of the following item:

#### "5. (a) TARIFF I — DOMESTIC

For the supply of electricity at low voltage to all *bona fide* domestic consumers who use current for purposes of a domestic nature in private dwellings, flats or flatlets:

(i) Basic charge:

In respect of premises where a meter other than a prepaid meter is installed: Every consumer shall pay a monthly basic charge in accordance with the following scale, based on the nominal rating(s) of the municipal miniature circuit breaker(s) through which all current consumed at the consumer's installation shall pass:

(aa) For single-phase connections with miniature circuit breaker rating of:

10 ampere	—	R11,60
15 ampere	—	R17,75
20 ampere	—	R29,15
25 ampere	—	R35,92
30 ampere	—	R42,77
35 ampere	—	R49,62
40 ampere	—	R56,46
Over 40 ampere	—	R56,46 plus R1,37 for every additional ampere.

(bb) For two- and three-phase connections the ampere ratings of the controlling main circuit breakers on each phase shall be added together and the charge, made in respect of the summated ratings, shall be as for paragraph (aa).

(ii) Unit charge:

(aa) In respect of premises where a meter other than a pre-paid meter is installed: In addition to the basic charge, all units consumed shall be charged at R0,0858 per unit.

(bb) In respect of premises where a prepaid meter is installed: All units purchased for such meter shall be charged at R0,20 per unit.”;

(b) the substitution for item 5(b)(iv)(i) of the following item:

“(1) Basic charge:

R19,97 per month or part of a month”;

(c) the substitution in item 5(b)(iv)(2) for the amounts “R0,2043” and “R0,1261” of the amounts “R0,2010” and “R0,1240”, respectively;

(d) the substitution for item 5(c)(i)(b) of the following item:

“(b) The basic charge shall in all cases be R19,97 per kVA or portion thereof, plus a further amount in accordance with the following scale:

0 — 10 kVA	—	R 33,28
10 — 25 kVA	—	R 66,66
26 — 50 kVA	—	R 99,94
51 kVA and more	—	R133,31”;

(e) the substitution for item 5(c)(ii)(a) of the following item:

“(a) In addition to the basic charge, an amount of R0,0988 per unit shall be charged in respect of all units consumed.”;

(f) the substitution for item 5(d) of the following item:

#### “5. (d) TARIFF III — INDUSTRIES

In respect of the supply of power at low or medium voltage for industrial and manufacturing purposes, and to private and licensed hotels, hospitals and flat buildings with bulk meters;

(i) Basic charge:

Every consumer shall pay a monthly basic charge calculated as follows:

- (aa) Where circuit breakers have been installed in accordance with the wishes of the consumer, in order to control the demand of the installation, the charge shall be based on the summated rating of the circuit breakers and shall be charged for at the rate of R2,8564 per ampere.
  - (bb) Where a kVA demand meter is installed in accordance with the wishes of the consumer, the charge shall be R18,42 per kVA or portion thereof, registered over any period of 30 minutes during the month by means of a thermal type demand meter: Provided that in the case of single-phase connections the installation shall be fitted with a current demand indicator, and in such cases the maximum kVA demand shall be calculated from the reading of such indicator, assuming the declared voltage of 220/380 volts to be correct.
- (ii) Unit charge:
- (aa) In addition to the basic charge, an amount of R0,0988 per unit shall be charged in respect of all units consumed.
  - (bb) If the demand is recorded by a kVA demand meter or current demand indicator, the basic charge shall be equal to a basic charge based on 10 kVA.”

No. 7

1992

#### NOTICE OF RE-UTILISATION OF EXISTING BOREHOLE

Notice is hereby given that **Keller & Neuhaus Trust Co. (Pty) Ltd.** of Levinson Arcade, Windhoek, intends applying to the Water Board for a permit to re-utilise an existing borehole on the following property:

- CERTAIN : Portion of Erf 2758, Avis Township;
- SITUATE : In the Municipality of Windhoek  
Registration Division “K”, Republic of Namibia;
- MEASURING : 1,8766 (One Comma Eight Seven Six Six) hectares.

The Applicant intends to abstract 2 200 (Two Thousand Two Hundred) cubic metres of water per annum for a swimming pool, jacuzzis and related purposes for a Health Clinic.



A scale plan indicating the position of the borehole on Erf 2758, Avis Township, Windhoek, is available for inspection at the Office of the Water Board, Windhoek, Department of Water Affairs and can be inspected in Office No. 107, on the first floor of the Metje Behnsen Building, Kaiser Street, Windhoek.

Any complaints against this application must be lodged in writing, citing grounds for the complaint, with the Secretary, Water Board, Private Bag 13193, Windhoek, within 14 (fourteen) days of the publication hereof.

**BICON NAMIBIA**  
**CONSULTING ENGINEERS & PROJECT MANAGERS**  
29 Omuramba Road, Eros  
P.O. Box 2310  
Windhoek

---