



STAATSKOERANT

VAN DIE REPUBLIEK VAN SUID-AFRIKA

REPUBLIC OF SOUTH AFRICA GOVERNMENT GAZETTE

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DEPARTEMENT VAN DIE EERSTE MINISTER

DEPARTMENT OF THE PRIME MINISTER

No. 454.

7 Maart 1975.

No. 454.

7 March 1975.

Hierby word bekend gemaak dat die Staatspresident sy edkeuring geheg het aan die onderstaande Wet wat hierby algemeen inligting gepubliseer word:—

It is hereby notified that the State President has assented to the following Act which is hereby published for general information:—

No. 1 van 1975: Addisionele Spoorweg- en Hawe-
grotingswet, 1975.

No. 1 of 1975: Railways and Harbours Additional
Appropriation Act, 1975.

Act No. 1, 1975

RAILWAYS AND HARBOURS ADDITIONAL
APPROPRIATION ACT, 1975.

ACT

To apply a further sum not exceeding ninety-seven million six hundred and twenty-two thousand rand from the Railway and Harbour Fund for the services of the railways and harbours for the year ending on 31 March 1975.

(Afrikaans text signed by the State President.)
(Assented to 28 February 1975.)

BE IT ENACTED by the State President, the Senate and the House of Assembly of the Republic of South Africa, as follows:—

Railway and
Harbour Fund
charged with
R97 622 000.

1. The Railway and Harbour Fund is hereby charged with such sums of money as may be required for the services of the railways and harbours of the Republic for the year ending on 31 March 1975 not exceeding in the whole for revenue services the sum of forty-six million four hundred and ninety-eight thousand rand and for capital and betterment services the sum of fifty-one million one hundred and twenty-four thousand rand in addition to the sums provided by the Railways and Harbours Appropriation Act, 1974 (Act No. 49 of 1974).

How moneys to
to be applied.

2. The moneys appropriated by this Act shall be applied to the purposes set forth in Schedules 1 and 2 to this Act, and more particularly specified in the Estimates of Additional Expenditure (R.P. 7—1975 and R.P. 8—1975) for the said year, as submitted to and approved by Parliament.

Minister may
authorize
variations.

3. (1) With the approval of the Minister of Transport a saving on any of the heads set out in column 1 of Schedule 1 to this Act may be made available for any excess of expenditure on any other head appearing in column 1 of Schedule 1 to the Railways and Harbours Appropriation Act, 1974 (Act No. 49 of 1974), and similarly a saving on any one of the heads set out in column 1 of Schedule 2 to this Act may be made available for any excess of expenditure on any other head appearing in column 1 of Schedule 2 to the said Act.

(2) No excess shall be incurred on any sum appearing in column 2 of either Schedule 1 or Schedule 2 to this Act, and savings thereon shall not be available for any purpose other than that for which the money is hereby appropriated as indicated in those Schedules.

Railway lines and
harbours under
construction.

4. In the case of the service mentioned in Head No. 1 of Schedule 2 to this Act, the total expenditure on any railway line or harbour under construction shall not exceed the amount prescribed by law as the maximum amount which may be expended thereon.

Increase in
expenditure on
authorized
harbours.

5. Anything to the contrary notwithstanding in any law authorizing the construction and equipment of the harbour mentioned in column 1 of Schedule 4 to this Act, the amount mentioned in column 2 of that Schedule (being the amount

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WET

Tot aanwending van 'n verdere som van hoogstens sewe-en-negentigmiljoen seshonderd twee-en-twintigduisend rand uit die Spoorweg- en Hawefonds vir die dienste van die spoorweë en hawens vir die jaar wat op 31 Maart 1975 eindig.

(Afrikaanse teks deur die Staatspresident geteken.)
(Goedgekeur op 28 Februarie 1975.)

DAAR WORD BEPAAL deur die Staatspresident, die Senaat en die Volksraad van die Republiek van Suid-Afrika, soos volg:—

1. Die Spoorweg- en Hawefonds word hierby belas met die somme geld wat nodig is vir die dienste van die spoorweë en hawens van die Republiek gedurende die jaar wat op 31 Maart 1975 eindig, maar gesamentlik ten bedrae van hoogstens ses-en-veertigmiljoen vierhonderd agt-en-negentigduisend rand vir inkomstediensle en een-en-veertigmiljoen eenhonderd vier-en-twintigduisend rand vir kapitaal- en verbeteringsdienste bo en behalwe die bedrae waarvoor voorsiening gemaak is deur die Spoorweg- en Hawebegrotingswet, 1974 (Wet No. 49 van 1974).

Spoorweg- en
Hawefonds belas
met R97 622 000.

2. Die gelde deur hierdie Wet beskikbaar gestel, moet aangewend word vir die doeleindes vermeld in Bylaes 1 en 2 by hierdie Wet en nader omskrywe in die Begroting van Addisionele Uitgawe (R.P. 7—1975 en R.P. 8—1975) vir genoemde jaar, soos aan die Parlement voorgelê en deur hom goedgekeur.

Hoe die gelde
bestee moet word.

3. (1) Met die goedkeuring van die Minister van Vervoer kan 'n besparing op die een of die ander van die hoofde aangetoon in kolom 1 van Bylae 1 by hierdie Wet, beskikbaar gestel word vir 'n oorskryding van uitgawe op 'n ander hoof wat voorkom in kolom 1 van Bylae 1 by die Spoorweg- en Hawebegrotingswet, 1974 (Wet No. 49 van 1974), en kan 'n besparing op die een of die ander van die hoofde aangetoon in kolom 1 van Bylae 2 by hierdie Wet, insgelyks beskikbaar gestel word vir 'n oorskryding van uitgawe op 'n ander hoof wat voorkom in kolom 1 van Bylae 2 by genoemde Wet.

Minister kan
afwykings magtig.

(2) Geen bedrag wat voorkom in kolom 2 van of Bylae 1 of Bylae 2 by hierdie Wet mag oorskry word nie, en besparings daarop mag vir geen ander doel as dié waarvoor die geld hierby beskikbaar gestel word, soos aangetoon in daardie Bylaes, aangewend word nie.

4. By die diens genoem in Hoof No. 1 van Bylae 2 by hierdie Wet, mag die gesamentlike uitgawe vir 'n spoorlyn of hawe wat in aanbou is, nie meer bedra as die bedrag wat deur 'n wet vasgestel is as die maksimum bedrag wat daaraan bestee mag word nie.

Spoorlyne en
hawens in aanbou.

5. Ondanks andersluidende bepalings in 'n wet wat magtiging verleen vir die aanleg en uitrusting van die hawe vermeld in kolom 1 van Bylae 4 by hierdie Wet, word die bedrag vermeld in kolom 2 van daardie Bylae, naamlik die bedrag by wet

Vermeerdering van
uitgawes op
goedgekeurde
hawens.

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prescribed by law as the maximum sum that may be expended on that harbour) shall be increased to the sum set out in column 3 of that Schedule.

Sources from which moneys appropriated shall be provided.

6. The moneys appropriated by this Act for capital and betterment services shall be provided from the sources set out in Schedule 3 to this Act.

Short title.

7. This Act shall be called the Railways and Harbours Additional Appropriation Act, 1975.

Schedule 1

REVENUE SERVICES

Head No.	Head	Column 1	Column 2
		R	R
	RAILWAYS		
	<i>Transportation Services—</i>		
2	Maintenance of Permanent Way and Works	1 296 000	—
4	Motive Power Operating Expenses	5 239 000	—
5	Traffic, and Vehicle Running Expenses	5 639 000	—
6	Cartage Services	2 081 000	—
7	Superannuation	929 000	—
	<i>Subsidiary Services—</i>		
11	Catering and Bedding Services	212 000	—
14	Pre-cooling Services	303 000	—
15	Road Transport Service	3 487 300	—
16	Tourist Service	3 191 000	—
	<i>Net Revenue Account—</i>		
19	Miscellaneous Expenditure	—	336 700
	HARBOURS		
	<i>Transportation Services—</i>		
21	Working and Maintenance	696 000	—
22	Superannuation	102 000	—
	<i>Subsidiary Service—</i>		
24	Lighthouses	14 000	—
	<i>Net Revenue Account—</i>		
25	Interest on Capital	1 742 000	—
26	Miscellaneous Expenditure	7 000	—
	AIRWAYS		
	<i>Transportation Services—</i>		
31	Working and Maintenance	19 010 000	—
	<i>Net Revenue Account—</i>		
35	Miscellaneous Expenditure	2 133 000	—
	PIPELINES		
	<i>Transportation Services—</i>		
41	Working and Maintenance	80 000	—
	TOTAL	R46 498 000	

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vasgestel as die maksimum som wat aan daardie hawe bestee mag word, vermeerder tot die som wat in kolom 3 van daardie Bylae aangegee word.

6. Die gelde wat deur hierdie Wet vir kapitaal- en verbeterings- dienste beskikbaar gestel word, moet verskaf word uit die bronne wat in Bylae 3 by hierdie Wet uiteengesit word. Bronne waaruit beskikbaar gestelde gelde verskaf moet word.

7. Hierdie Wet heet die Addisionele Spoorweg- en Hawe- Kort titel. begrotingswet, 1975.

Bylae 1

INKOMSTEDIENSTE

Hoof no.	Hoof	Kolom 1	Kolom 2
		R	R
	SPOORWEE		
	<i>Vervoerdienste—</i>		
2	Onderhoud van spoorbaan en werke	1 296 000	—
4	Beweegkragbedryfskoste	5 239 000	—
5	Verkeers- en voertuigloopkoste	5 639 000	—
6	Besteldiens	2 081 000	—
7	Superannuasie	929 000	—
	<i>Hulpdienste—</i>		
11	Verversings- en beddediens	212 000	—
14	Voorverkoeldienste	303 000	—
15	Padvervoerdienste	3 487 300	—
16	Toeristediens	3 191 000	—
19	<i>Netto-inkomsterekening—</i>		
	Diverse uitgawe	—	336 700
	HAWENS		
	<i>Vervoerdienste—</i>		
21	Eksplorasie en onderhoud	696 000	—
22	Superannuasie	102 000	—
	<i>Hulpdienste—</i>		
24	Vuurtorings	14 000	—
	<i>Netto-inkomsterekening—</i>		
25	Rente op kapitaal	1 742 000	—
26	Diverse uitgawe	7 000	—
	LUGDIENS		
	<i>Vervoerdienste—</i>		
31	Eksplorasie en onderhoud	19 010 000	—
35	<i>Netto-inkomsterekening—</i>		
	Diverse uitgawe	2 133 000	—
	PYPLEIDINGS		
	<i>Vervoerdienste—</i>		
41	Eksplorasie en onderhoud	80 000	—
	TOTAAL	R46 498 000	

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Schedule 2

CAPITAL AND BETTERMENT SERVICES

Head No.	Head	Column 1	Column 2
		R	R
1C	Construction of Harbours	14 200 000	—
1	Construction of Railways	11 200 000	—
2	New Works on Open Lines: Loan Funds, Betterment Fund, Capital Credits and Recoveries	19 604 500	—
3	Rolling Stock	2 858 000	—
4	Road Transport Service	20 000	—
5	Harbours	641 500	—
7	Pipelines	600 000	—
8	Working Capital: Railways and Harbours House Ownership Fund . . .	—	2 000 000
	TOTAL	R51 124 000	

SUMMARY

	R
Revenue Services (Schedule 1)	46 498 000
Capital and Betterment Services (Schedule 2)	51 124 000
	R97 622 000

Schedule 3

SOURCES FROM WHICH THE ADDITIONAL FUNDS FOR CAPITAL AND BETTERMENT SERVICES SHALL BE PROVIDED

	R
Additional Loan Funds	10 000 000
Additional Foreign Loan	20 000 000
Recoveries from Municipalities and other sources as contributions towards the cost of various works	100 000
Savings on the provision made by Schedule 2 to the Railways and Harbours Appropriation Act, 1974 (Act No. 49 of 1974):	
Head No. 1: Construction of Railways	1 500 000
Head No. 2: New Works on Open Lines: Loan Funds, Betterment Fund, Capital Credits and Recoveries	10 024 000
Head No. 3: Rolling Stock	7 500 000
Head No. 5: Harbours	1 500 000
Head No. 6: Airways	500 000
	R51 124 000

Schedule 4

	Column 1	Column 2	Column 3
		R	R
Richards Bay: New Harbour:			
Railway portion: Stage 1			
Stage 2			
Harbour portion: Stage 1		130 861 861	194 638 600
Yard lay-out in harbour area; rail link between marshalling yard and harbour: Stage 1			

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Bylae 2

KAPITAAL- EN VERBETERINGSDIENSTE

Hoof no.	Hoof	Kolom 1	Kolom 2
		R	R
1C	Aanleg van hawens	14 200 000	—
1	Aanleg van spoorweë	11 200 000	—
2	Nuwe werke aan oopgestelde lyne: Leningsfondse, Verbeteringsfondse, kapitaalkrediete en in- vorderings	19 604 500	—
3	Rollende materiaal	2 858 000	—
4	Padvervoerdien	20 000	—
5	Hawens	641 500	—
7	Pypleidings	600 000	—
8	Bedryfskapitaal: Spoorweg- en Hawenshuiseienaarfonds	—	2 000 000
	TOTAAL	R51 124 000	

SAMEVATTING

Inkomstediens (Bylae 1)	R 46 498 000
Kapitaal- en verbeteringsdiens (Bylae 2)	51 124 000
	<u>R97 622 000</u>

Bylae 3

BRONNE WAARUIT DIE ADDISIONELE FONDSE VIR KAPITAAL- EN VERBETERINGSDIENSTE VERSKAF MOET WORD

	R
Addisionele leningsfondse	10 000 000
Bykomende buitelandse lening	20 000 000
Invorderings van munisipaliteite en ander bronne as bydraes tot die koste van ver- skillende werke	100 000
Besparings op die beskikbaarstelling kragtens Bylae 2 by die Spoorweg- en Hawe- begrotingswet, 1974 (Wet No. 49 van 1974):	
Hoof No. 1: Aanleg van spoorweë	1 500 000
Hoof No. 2: Nuwe werke aan oopgestelde lyne: Leningsfondse, Verbeteringsfondse, kapitaalkrediete en invorderings	10 024 000
Hoof No. 3: Rollende materiaal	7 500 000
Hoof No. 5: Hawens	1 500 000
Hoof No. 6: Lugdiens	500 000
	<u>R51 124 000</u>

Bylae 4

	Kolom 1	Kolom 2	Kolom 3
		R	R
Richardsbaai: Nuwe hawe:			
Spoorweggedeelte: Eerste stadium			
Tweede stadium			
Hawegedeelte: Eerste stadium		130 861 861	194 638 600
Terreinaanleg in hawegebied;			
spoor aansluiting tussen opstel terrein en hawe: Eerste stadium			

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