

4 June 2010

Ms Mariagrazia Galimberti  
Archaeology, Palaeontology & Meteorite Unit  
South African Heritage Resources Agency  
111 Harrington Street  
Cape Town, 8001

Dear Mariagrazia

## **ENVIRONMENTAL IMPACT ASSESSMENT (EIA) FOR THE PROPOSED N2 WILD COAST TOLL HIGHWAY – SAHRA COMMENTS**

Your previous correspondence, dated 12 April 2010, regarding the above matter refers. This letter serves to obtain clarification on certain issues raised in the mentioned correspondence, in particular in light of a meeting held with yourselves on 11 March 2010, the heritage specialist reports (Binneman, 2002; eThembeni Cultural Heritage, 2008), correspondence received from Len van Schalkwyk dated 18 March 2010 and the Final Environmental Impact Report (EIR) on the proposed project.

The main aspects (in italics) linked to each of the key issues raised in your correspondence are presented below, with responses provided by ourselves and SANRAL, as appropriate.

### **1. GREENFIELD SECTIONS**

*It is stated that SAHRA “trusts” that the final alignment was already finalised when both Johan Binneman (2002) and Len van Schalkwyk (2008) visited the 114.5 km of sections 4 to 6.*

As stated by SANRAL at the meeting held on 11 March 2010, the greenfields alignment was finalised in 2002 with the previous EIA and the road reserve proclaimed in 2004 (**see attached Government Notice No. 583 of 7 May 2004**). Furthermore, Binneman’s (2002) report itself indicates that “many potentially sensitive archaeological heritage areas in different environments were visited along the proposed route”[our emphasis]. In his correspondence of 18 March 2010, Len van Schalkwyk also confirms that “the preferred route and the alternatives were assessed during the HIA and were also assessed during the previous EIA by Binneman *et al*”.

### **2. “WALK THROUGH” AND MONITORING**

*It is stipulated that a “walk through and monitoring by a professional archaeologist, familiar with the cultural and historical sequence of the Eastern Cape, must be carried out during the land acquisition process preferably after vegetation clearing”.*

It should be noted that (at the above-mentioned meeting) SANRAL offered to employ a heritage professional during the on-site land acquisition process to undertake a **detailed scan** (rather than a “walk through”) of the greenfields road reserve and also to advise on the relocation of existing graves, since 17 graves have been identified in the detailed land audit process to date. However, it should be noted that no vegetation clearing would have occurred, or can occur, at this stage. Any clearing of vegetation would be a particularly sensitive issue from social, ecological and construction perspectives, and will only commence after completion of the processes of land acquisition, resettlement and re-burial (as applicable), and moreover only once actual construction of a greenfields road section commences.

/2...

SANRAL has offered that the findings of such a detailed scan be consolidated in a supplementary report which can be used to provide further detail on the required heritage management and mitigation measures which should be applied during the construction phase (see Item 3 below).

### **3. MONITORING BY A PROFESSIONAL ARCHAEOLOGIST DURING ALL EARTHMOVING**

*Particularly sensitive archaeological areas in the greenfields areas, as identified in the heritage specialist studies, are highlighted, while it is also stated that it should not be implied that other areas might not be as archaeologically important. It is then stipulated that monitoring must be pursued during ALL earthmoving events.*

SANRAL has indicated that this would be impracticable, dangerous and in contravention of current Occupational Health and Safety legislation; SANRAL cannot allow non-construction personnel on site.

CCA advises that the supplementary report, that would emanate from Item 2 above and that would have confirmed the identification of potentially sensitive areas, be used to provide guidance on any areas requiring further monitoring by a professional archaeologist during construction. Len van Schalkwyk's correspondence of 18 March 2010 also indicates that the provisions of the Environmental Management Plan (EMP) in respect of the protocol for monitoring for, and recovering of, archaeological resources shall include the induction and training of the appointed Environmental Control Officers (ECOs) in the identification and monitoring/recovery protocols for heritage resources including unmarked graves. The heritage specialist report (eThembeni Cultural Heritage, 2008) and Final EIR recommend ongoing monitoring for heritage resources while construction activities proceed.

### **4. SECTIONS 1 - 3 OF THE PROPOSED PROJECT: ARCHAEOLOGICAL IMPACT ASSESSMENT (AIA)**

*The view is expressed that since "not enough attention has been paid to these sections", the "road alignment had not yet been decided" and "not enough information has been given about this 297 km section of the road", an AIA is required along the finalised route from Gonubie Interchange to Ndwalane. Furthermore, it is stated that "no detailed maps (1:50 000) have been made available for section 1 to 3" and that "SAHRA takes note that most construction works will take place within the existing road reserve, but widening of the road, construction of community access roads and over- and underpasses might have an impact on heritage resources, which needs to be assessed".*

According to SANRAL, these existing roads were completed in the period between 1948 and the 1960s and have undergone routine maintenance and upgrading ever since. Furthermore, this matter was not raised in any previous discussions, nor in your previous correspondence, except for a stipulation in your submission of 14 December 2010 requiring that a palaeontologist be asked, before the project commences, what monitoring etc. may be needed for any road cuttings that were highlighted as sensitive. SANRAL also reiterates that all upgrades, interchanges, etc. would be effected where there are already existing roads and accesses.

It should also be noted that the heritage specialist report (eThembeni Cultural Heritage, 2008; section 3.1) and Final EIR (section 6.4) provide an adequate description and summary, respectively, of the heritage resources identified in these road sections. Importantly to note, too, is that the heritage specialist report refers to the decision "yet to be finalised as to the route alignment through or around Idutywa and Butterworth"[our emphasis].

Furthermore, the Final EIR (sections 7.2.6, 8.2.6 and 9.2.6) confirms that “[t]he only key potential heritage impact identified along this section of the proposed toll highway relates to the presence of graves”. Also note that relevant maps, plans and photographs relating to this section are provided in Figures 4.1 to 4.11 of the Final EIR.

In light of the above, it is unclear why this requirement was included in your last correspondence.

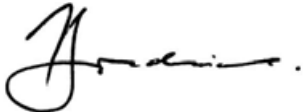
## 5. BURIAL GROUNDS AND GRAVES

*Reference is made to the fact that permitting is required in terms of the relocation of (protected) graves that are 60 years or older situated outside a formal cemetery or burial, and that a 60-day public consultation process would need to be undertaken as per the requirements of the heritage legislation. It is also stated that the AIA requested for sections 1-3 of the finalised route should be sent to the Burial Grounds and Graves (BGG) Unit as well.*

SANRAL reiterates, as mentioned at the meeting held on 11 March 2010, that it is aware of all its legal obligations. Furthermore, the EMP would include all relevant heritage impact management measures, together with identification of responsible parties, in order to ensure compliance with the relevant legislative requirements and relevant heritage management and mitigation measures recommended in the Final EIR.

We would appreciate you providing further clarification of the key issues discussed above. Thanks in anticipation.

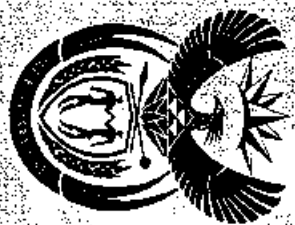
Yours sincerely



Fuad Fredericks Pr.Sci.Nat., CEAPSA  
**CCA ENVIRONMENTAL (Pty) Ltd**

Encl.

cc Ron Harmse (SANRAL)



REPUBLIC OF SOUTH AFRICA  
REPUBLICAN ANSIBAL

Vol. 467      Pretoria, 7 May 2004      No. 26330



9771692584003

26330



AIDS HELPLINE: 0800-0123-22 Prevention is the cure

Printed by and obtainable from the Government Printer, Buxbaum Street, Private Bag X85, Pretoria, 0001  
Publications: Tel: (012) 334-4508, 334-4509, 334-4510  
Advertisements: Tel: (012) 334-4673, 334-4674, 334-4504  
Subscriptions: Tel: (012) 334-4735, 334-4736, 334-4737  
Cape Town Branch: Tel: (021) 465-7531  
Gedruk deur on verkrygbaar by die Staatsdrukker, Buxbaumstraat, Private Bag X85, Pretoria, 0001  
Publikasies: Tel: (012) 334-4508, 334-4509, 334-4510  
Advertensies: Tel: (012) 334-4673, 334-4674, 334-4504  
Subskripsies: Tel: (012) 334-4735, 334-4736, 334-4737  
Kaapstad-tak: Tel: (021) 465-7531

**GOVERNMENT NOTICES  
GOEWERMENSKENNISGEWINGS**

**NATIONAL DEPARTMENT OF TRANSPORT  
NATIONALE DEPARTEMENT VAN VERVOER**

No. 582

7 May 2004

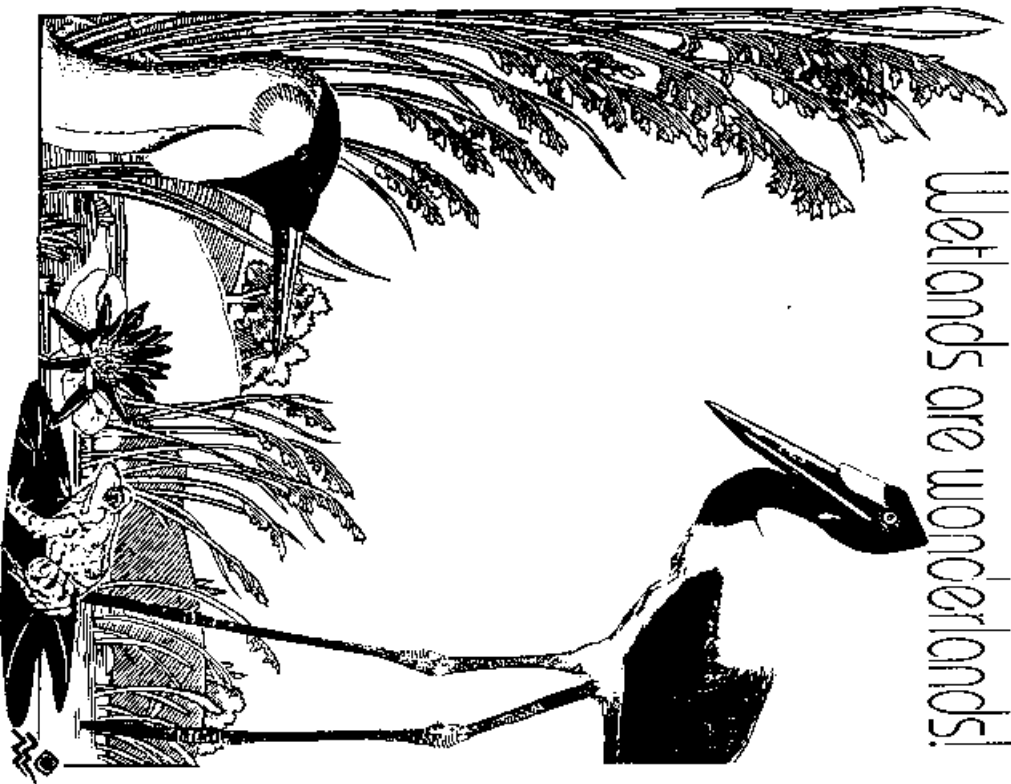
**THE SOUTH AFRICAN NATIONAL ROADS AGENCY LIMITED**

**DECLARATION OF EXISTING PROVINCIAL ROADS P94-1, P94.2 AND DISTRICT ROAD 679 AS NATIONAL ROADS RS21 AND RS23: DISTRICTS OF POLOKWANE, SESHEGO AND SOUTPANSBERG**

By virtue of Section 40(1)(a) of The South African National Roads Agency Limited and National Roads Act (Act No. 7 of 1998), I hereby declare the sections of Provincial Roads P94-1, P94-2 and District Road 679 from the intersection with Polokwane Western Bypass all Polokwane up to the intersection with National Road N1 Section 29X at Masakwaspoort as described in the Annexure hereto, to be National Roads.

(National Roads RS21 and RS23, Polokwane –Vvo – Masakwaspoort)

*S. Rabby*  
ACTING MINISTER OF TRANSPORT



Department of Environmental Affairs and Tourism



No. 582

7 Mei 2004

**DIE SUID-AFRIKAANSE NATIONALE PADAGENTSKAP BEPERK**

**VERKLARING VAN BESTAANDE PROVINSIALE PAAIE P94-1, P94-2 EN DISTRIKS PAD 679 AS NATIONALE PAAIE R521 EN R523: DISTRIKTE VAN POLOKWANE, SESHEGO EN SOUTPANSBERG**

Kragtens Artikel 40(1)(a) van die Suid-Afrikaanse Nasionale Padagentskap Beperk en Nasionale Paaie Wet (Wet 7 van 1998) verklaar ek hiermee dat die gedeeltes van Provinsiale Paaie P94-1, P94-2 en Distriks Pad 679 vanaf die Interseksie met die Polokwane Weselike Verbypad by Polokwane tot die Interseksie met die Nasionale Pad N1 seksie 29X by Maselwespoot soos beskryf in aangehegte bylae, as Nasionale Paaie.

(Nasionale Paaie R521 en R523; Polokwane – Vlyo – Maselwespoot)

*G. Kallis*

**WAARNEMENDE MINISTER VAN VERVOER**

**Looking for out of print issues of  
Government and Provincial  
Gazettes**

**We can provide photocopies**

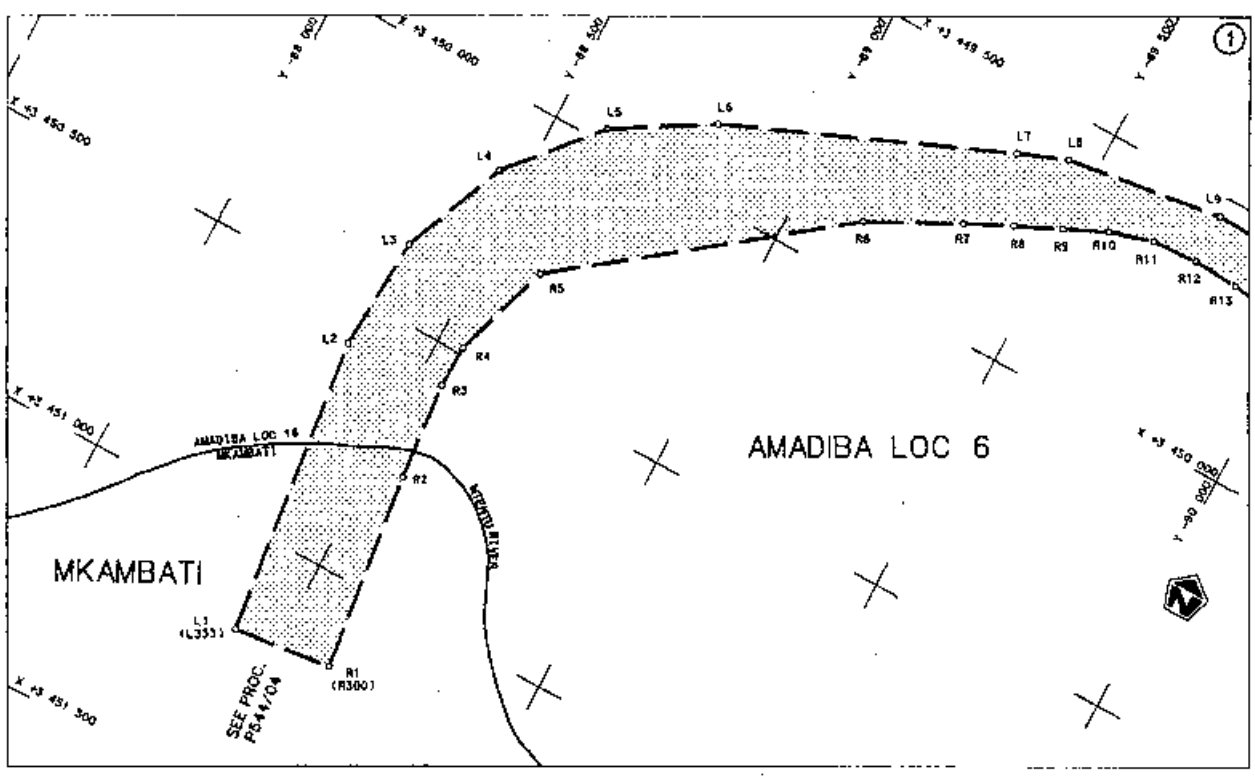
**Contact**

**The National Library of South Africa,  
Pretoria Campus  
PO Box 397  
0001 PRETORIA**

**Physical address**  
C/o Andries and Vermeulen Streets  
Entrance in Andries Street

**Contact details**  
Tel: (012) 321-8931  
Fax: (012) 325-5984  
E-mail: [infodesk@nlisa.ac.za](mailto:infodesk@nlisa.ac.za)





Suid-Afrikaanse Nasionale Paaie Agentskap South African National Roads Agency	Die figuur getoon The figure shown	stelsel padreserwe voor van 'n gedeelte represents the road reserve of a portion van Nasionale Roete N2 Sakele of National Route Section 21	Vol Sheet 1 of 13 P 545/04
--	---------------------------------------	--	----------------------------------

D.O.R.A



**THE SOUTH AFRICAN NATIONAL ROADS**

**AGENCY LIMITED**

Registration No: 99/08554/08

**DECLARATION AMENDMENT OF N2 SECTION 9 BETWEEN  
TSITSIKAMA AND ELANDS RIVER**

**RECOMMENDED WORDING**

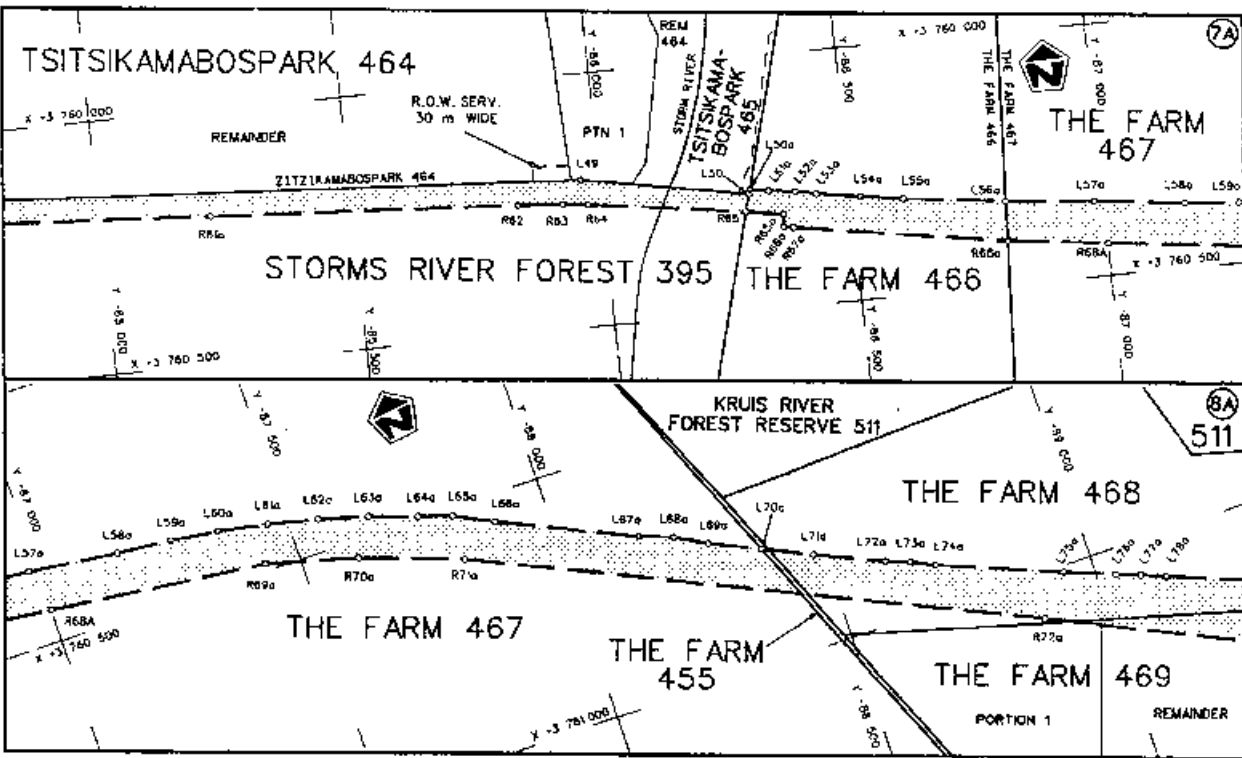
**AMENDMENT OF DECLARATION NO. 936 OF 1989, A PORTION OF  
NATIONAL ROUTE 2, SECTION 9, BETWEEN THE ELANDSBOS RIVER AND  
THE ELANDS RIVER, EASTERN CAPE PROVINCE**

By virtue of powers vested in me by section 40(1) (b) of the South African National Roads Agency Limited and National Roads Act, 1998 (Act No. 7 of 1998), I hereby amend declaration No. 936 of 1989 by substituting sheets 4A, 5A and 6A for sheets 4, 5 and 6 of plan P370/88 and sheets 8A, 9A and 10A for sheets 8, 9, 10 and 11 respectively.

*G. Rouby*

PADRESERVE KOÖRDINATE		ROAD RESERVE CO-ORDINATES	
LINKEKANT/LEFT HAND SIDE	REKANTE/RIGHT HAND SIDE	LINKEKANT/LEFT HAND SIDE	REKANTE/RIGHT HAND SIDE
X	Y	X	Y
L109	-103 609.23	3 443 923.69	R103 -103 990.70
L110	-103 825.03	3 443 683.68	R104 -104 230.92
L111	-104 147.68	3 443 945.58	R105 -104 274.33
L112	-104 154.80	3 443 421.87	R106 -104 330.49
L113	-104 184.00	3 443 368.79	R107 -104 372.10
L114	-104 168.25	3 443 314.55	R108 -104 418.62
L115	-104 109.22	3 443 220.56	R109 -104 452.49
L116	-104 143.09	3 443 199.28	R110 -104 496.85
L117	-104 207.00	3 443 293.08	R111 -104 395.62
L118	-104 243.93	3 443 331.64	R112 -104 455.75
L119	-104 300.61	3 443 337.29	R113 -104 495.98
L120	-104 347.33	3 443 329.40	R114 -104 634.47
L121	-104 457.04	3 443 318.01	R115 -104 820.47
L122	-104 715.69	3 443 308.29	R116 -105 319.25
L123	-104 912.98	3 443 272.83	R117 -105 418.68
L124	-105 311.41	3 443 259.62	R118 -105 522.09
L125	-105 410.63	3 443 259.62	R119 -105 617.89
L126	-105 477.74	3 443 253.65	R120 -105 817.42
L127	-105 609.84	3 443 241.89	R121 -106 016.63
L128	-105 808.51	3 443 218.06	R122 -106 311.24
L129	-106 007.72	3 443 200.33	R123 -106 501.94
L130	-106 311.34	3 443 182.31	R124 -106 684.45
L131	-106 519.09	3 443 203.72	R125 -106 851.05
L132	-106 718.04	3 443 266.77	R126 -106 989.22
L133	-106 984.52	3 443 361.81	R127 -107 008.02
L134	-107 006.62	3 443 455.54	R128 -107 272.68
L135	-107 040.28	3 443 486.43	R129 -107 427.45
L136	-107 211.41	3 443 643.50	R130 -107 602.24
L137	-107 322.62	3 443 735.86	R131 -107 847.87
L138	-107 467.09	3 443 811.64	R132 -108 022.54
L139	-107 615.03	3 443 849.47	R133 -108 279.71
L140	-107 724.15	3 443 855.26	R134 -108 979.64
L141	-108 001.97	3 443 789.31	R135 -109 166.10
L142	-108 849.56	3 442 990.23	R136 -109 428.71
L143	-109 375.77	3 442 555.19	R137 -110 182.80
L144	-110 707.41	3 441 555.85	R138 -110 677.49
L145	-110 932.53	3 441 399.82	R139 -110 898.78
L146	-110 856.95	3 441 359.67	R140 -110 937.50
L147	-110 776.29	3 441 317.54	R141 -110 996.32
L148	-110 790.80	3 441 280.26	R142 -111 093.13
L149	-110 888.56	3 441 307.61	R143 -111 107.64
L150	-110 933.52	3 440 233.74	R144 -111 018.08
L151	-111 080.06	3 440 970.85	R145 -110 956.99
L152	-111 497.59	3 440 412.28	R146 -111 040.83
L153	-111 762.00	3 440 102.21	R147 -111 483.76
L154	-111 965.00	3 440 091.00	R148 -111 687.45
L155	-111 800.00	3 439 981.00	R149 -111 697.77
L156	-112 125.00	3 439 927.00	R150 -111 837.17
L157	-112 286.00	3 439 894.00	R151 -112 007.00
L158	-112 357.00	3 439 500.00	R152 -112 193.00
L159	-112 418.00	3 439 884.00	R153 -112 350.00
L160	-112 459.00	3 439 901.00	
L161	-112 518.00	3 439 901.00	
L162	-112 635.00	3 439 907.00	

12160000



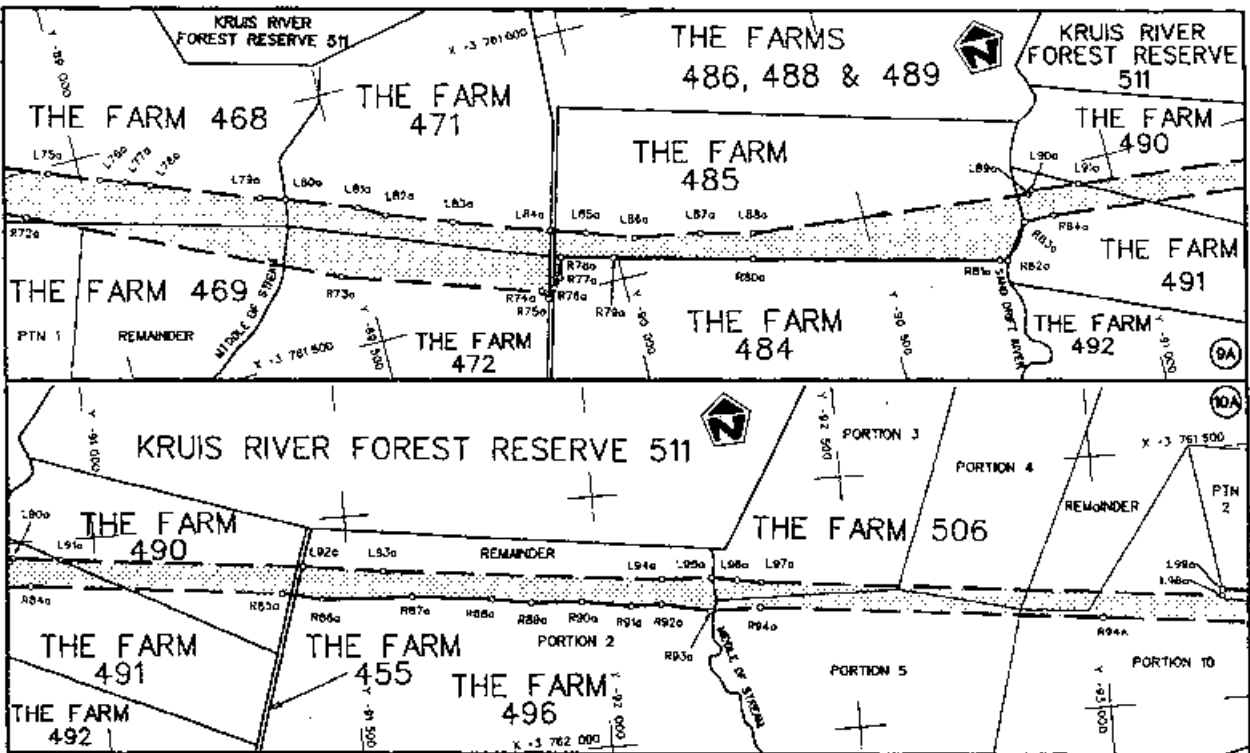
Suid-Afrikaanse Padogenetiek Bpk. South African National Roads Agency Ltd.	Die figuur getoon The figure shown		stelt die padreserwes voor van 'n gedeelte represents the road reserve of a portion van Nasionale Roads of National Roads	N2	Seksie Section	9	Val Sheet	4A	van of	10
							P	370/88		

D.O.B.A



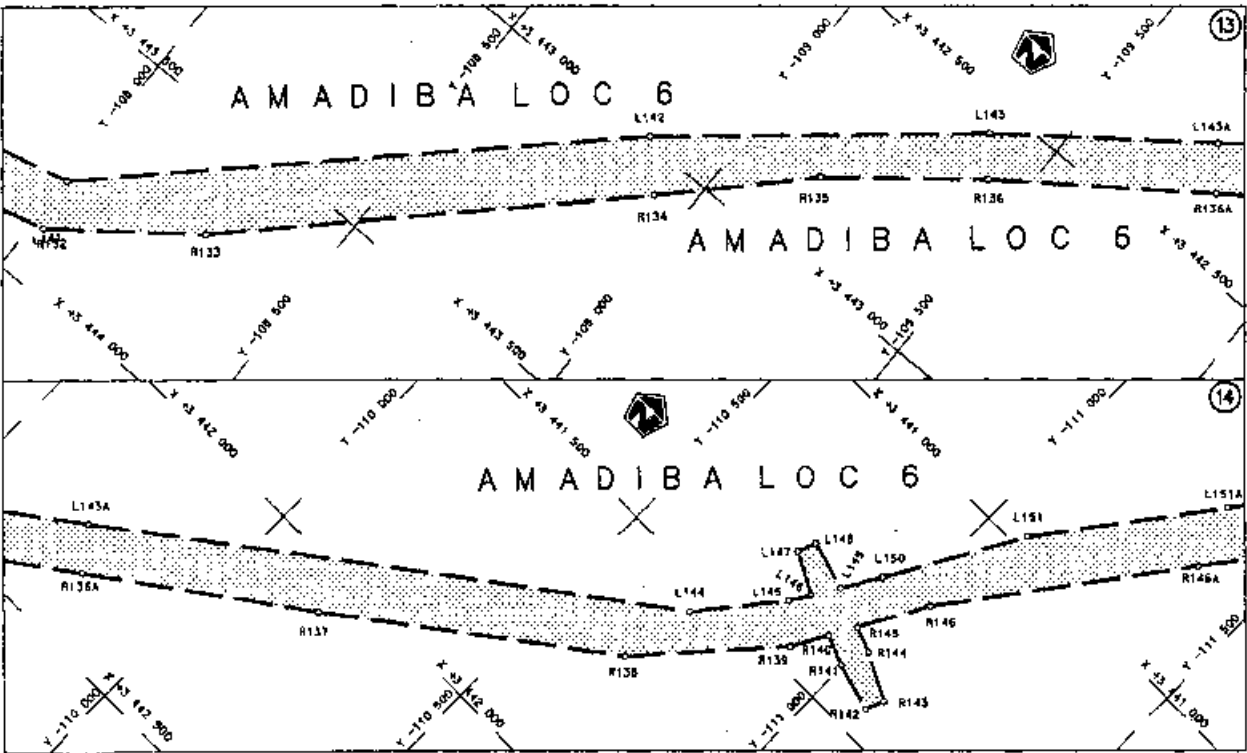
PADRESERVE KOORDINATE		ROAD RESERVE CO-ORDINATES			
LINKERKANT/LEFT HAND SIDE	RECHTERKANT/RIGHT HAND SIDE	LINKERKANT/LEFT HAND SIDE	RECHTERKANT/RIGHT HAND SIDE		
Y	X	WG 29°	Y		
L1	-88 411.29	3 451 187.74	R1	-88 610.00	3 451 165.00
L2	-88 343.39	3 450 588.37	R2	-88 564.52	3 450 767.59
L3	-88 358.92	3 450 358.92	R3	-88 548.09	3 450 571.40
L4	-88 448.77	3 450 145.42	R4	-88 550.53	3 450 406.98
L5	-88 601.72	3 449 977.02	R5	-88 617.26	3 450 284.83
L6	-88 792.23	3 449 856.74	R6	-89 139.28	3 449 885.37
L7	-89 345.04	3 449 584.04	R7	-89 317.04	3 449 793.55
L8	-89 440.50	3 449 538.37	R8	-89 407.08	3 449 750.05
L9	-89 758.97	3 449 542.17	R9	-89 495.64	3 449 709.29
L10	-89 865.53	3 449 599.28	R10	-89 577.92	3 449 670.42
L11	-90 020.39	3 449 749.69	R11	-89 666.28	3 449 643.91
L12	-90 497.24	3 449 804.13	R12	-89 758.54	3 449 638.38
L13	-90 689.78	3 449 864.29	R13	-89 850.84	3 449 644.07
L14	-90 880.51	3 449 930.18	R14	-89 943.57	3 449 662.61
L15	-91 069.44	3 449 975.99	R15	-90 037.01	3 449 688.41
L16	-91 264.39	3 450 037.16	R16	-91 236.72	3 450 066.64
L17	-91 455.73	3 450 071.16	R17	-91 329.68	3 450 102.44
L18	-91 546.29	3 450 145.45	R18	-91 425.05	3 450 132.52
L19	-91 798.82	3 450 217.61	R19	-91 496.82	3 450 150.52
L20	-92 006.38	3 450 261.08	R20	-91 522.22	3 450 156.88
L21	-92 118.49	3 450 291.16	R21	-91 674.81	3 450 209.01
L22	-92 213.86	3 450 313.07	R22	-91 860.40	3 450 261.39
L23	-92 311.81	3 450 346.09	R23	-91 955.80	3 450 311.47
L24	-92 427.25	3 450 408.47	R24	-92 552.20	3 450 481.77
L25	-92 576.26	3 450 450.39	R25	-92 741.47	3 450 546.35
L26	-92 771.81	3 450 513.77	R26	-93 895.52	3 450 590.06
L27	-93 053.10	3 450 555.89	R27	-93 029.04	3 450 632.18
L28	-93 305.29	3 450 620.68	R28	-93 233.89	3 450 714.06
L29	-93 434.98	3 450 674.93	R29	-93 410.05	3 450 753.97
L30	-93 553.61	3 450 696.63	R30	-93 526.72	3 450 813.65
L31	-93 642.34	3 450 706.65	R31	-93 702.08	3 450 892.79
L32	-93 712.86	3 450 678.77	R32	-93 769.07	3 450 922.55
L33	-93 756.64	3 450 621.29	R33	-93 786.57	3 450 972.34
L34	-93 769.10	3 450 535.49	R34	-93 834.72	3 451 124.89
L35	-93 804.74	3 450 535.49	R35	-93 826.51	3 450 970.14
L36	-93 826.57	3 450 620.69	R36	-93 839.10	3 450 921.53
L37	-93 826.57	3 450 620.69	R37	-93 882.94	3 450 897.64
L38	-93 826.57	3 450 620.69	R38	-94 012.08	3 450 875.18
L39	-93 826.57	3 450 620.69	R39	-94 236.58	3 450 807.95
L40	-93 974.73	3 450 715.24	R40	-94 460.82	3 450 785.25
L41	-94 225.97	3 450 709.43	R41	-95 128.64	3 450 699.74
L42	-94 424.21	3 450 682.97	R42	-95 329.13	3 450 686.51
L43	-94 603.20	3 450 586.40	R43	-95 644.07	3 450 637.33
L44	-94 622.55	3 450 516.82	R44	-95 727.72	3 450 633.52
L45	-95 118.06	3 450 516.82	R45	-95 829.08	3 450 510.99
L46	-95 216.65	3 450 516.82	R46	-96 784.89	3 450 394.36
L47	-95 315.77	3 450 516.82	R47		
L48	-95 474.89	3 450 516.82	R48		
L49	-95 633.49	3 450 516.82	R49		
L50	-95 710.14	3 450 516.82	R50		
L51	-95 829.08	3 450 516.82	R51		
L52	-95 911.03	3 450 516.82			
L53	-96 784.89	3 450 394.36			
L54					

11160000



Suid-Afrikaanse Padagentskap Bpk. South African National Roads Agency Ltd.	Die figuur getoon The figure shown		stasie padreserwes voor van 'n gedeelte representa the road reserve of a portion van Nasionale Route of National Route	N2	Sekste Section	9	Vel Sheet	5a	van of	10
							P	370/88		

D.O.G.a



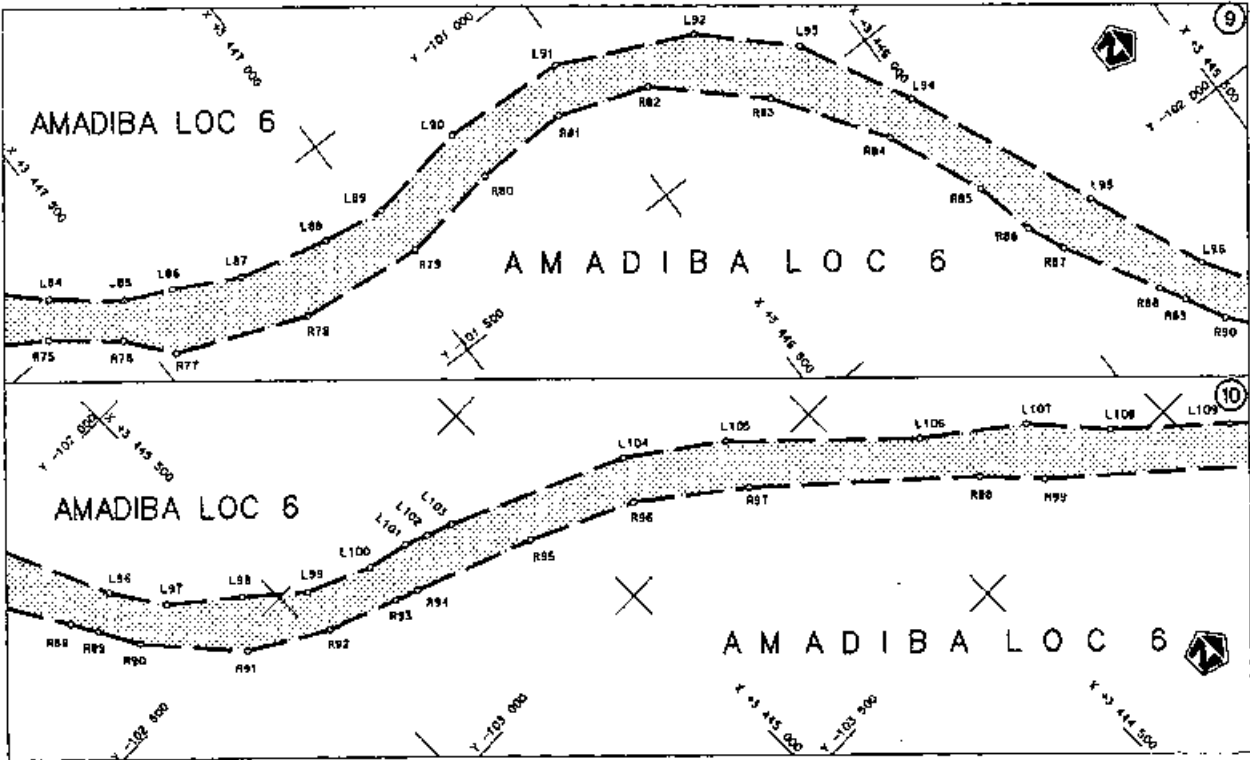
Suid-Afrikaanse Padroentekop Bpk. South African National Roads Agency Ltd.	Die figuur getoont The figure shown	stelsel padreserwe voor van 'n gedeelte represents the road reserve of a portion van Nasionale Route N2 of National Route N2	Val Sheet 8 of 13 P 545/04
---	--	---	-------------------------------------

D.G.S.A.



LIGKANT/POINT	PADRESERVE KOORDINATE		ROAD RESERVE CO-ORDINATES		
	Y	X	Y	X	
L80a	-89 384,07	3 761 179,89	R75a	-91 364,89	3 761 644,76
L81a	-89 520,48	3 761 231,36	R76a	-91 443,35	3 761 663,32
L82a	-89 570,35	3 761 259,20	R77a	-89 877,50	3 761 467,00
L83a	-89 696,72	3 761 306,60	R78a	-89 889,06	3 761 427,57
L84a	-89 892,27	3 761 371,26	R79a	-89 991,91	3 761 454,68
L85a	-89 951,07	3 761 393,17	R80a	-90 262,77	3 761 520,00
L86a	-90 043,08	3 761 426,10	R81a	-90 741,50	3 761 651,00
L87a	-90 174,22	3 761 450,69	R82a	-90 757,00	3 761 655,00
L88a	-90 276,68	3 761 476,55	R83a	-90 808,50	3 761 589,50
L89a	-90 830,70	3 761 537,00	R84a	-90 867,80	3 761 590,90
L90a	-90 836,50	3 761 532,79	R85a	-91 364,89	3 761 644,76
L91a	-90 931,95	3 761 542,79	R86a	-91 413,35	3 761 663,32
L92a	-91 410,59	3 761 594,39	R87a	-91 623,38	3 761 672,77
L93a	-91 569,12	3 761 616,60	R88a	-91 622,45	3 761 690,01
L94a	-92 125,86	3 761 676,93	R89a	-91 861,95	3 761 703,60
L95a	-92 225,03	3 761 680,74	R90a	-91 961,40	3 761 709,40
L96a	-92 277,21	3 761 689,94	R91a	-92 060,28	3 761 725,15
L97a	-92 324,69	3 761 698,47	R92a	-92 120,47	3 761 726,64
L98a	-93 236,14	3 761 797,46	R93a	-92 219,81	3 761 747,35
L99a	-93 239,94	3 761 785,38	R94a	-92 319,31	3 761 748,18
L100a	-93 337,08	3 761 796,29	R95a	-93 304,91	3 761 854,98
L101a	-93 335,79	3 761 808,04	R96a	-93 322,50	3 761 874,18
L102a	-93 438,16	3 761 819,13	R97a	-93 355,51	3 762 053,28
L103a	-93 477,05	3 761 818,32	R98a	-93 343,55	3 762 081,63
L104a	-93 578,00	3 761 828,00	R99a	-93 392,33	3 762 070,54
L105a	-93 656,00	3 761 840,00	R100a	-93 373,21	3 762 039,85
L106a	-93 756,00	3 761 846,00	R101a	-93 342,20	3 761 870,73
L107a	-93 855,00	3 761 850,00	R102a	-93 354,62	3 761 860,37
L108a	-93 954,49	3 761 851,90	R103a	-93 432,77	3 761 866,85
L109a	-94 027,73	3 761 852,23	R104a	-93 460,59	3 761 877,78
L110a	-94 071,71	3 761 852,10	R105a	-93 515,84	3 761 885,53
L111a	-94 071,71	3 761 749,24	R106a	-93 653,00	3 761 890,00
L112a	-94 086,21	3 761 748,98	R107a	-93 753,00	3 761 896,00
L113a	-94 086,21	3 761 852,04	R108a	-93 854,00	3 761 900,00
L114a	-94 360,97	3 761 851,01	R109a	-93 953,91	3 761 901,90
L115a	-94 396,00	3 761 844,60	R110a	-94 023,83	3 761 902,29
L116a	-94 396,00	3 761 847,00	R111a	-94 547,69	3 761 906,36
L117a	-94 472,00	3 761 849,00	R112a	-94 724,00	3 761 900,00
L118a	-94 539,00	3 761 851,00	R113a	-94 938,42	3 761 900,17
L119a	-94 539,00	3 761 850,00	R114a	-95 116,47	3 761 908,34
L120a	-95 075,00	3 761 851,00	R115a	-95 396,00	3 761 913,67
L121a	-95 239,00	3 761 857,00	R116a	-95 513,00	3 761 918,00
L122a	-95 514,00	3 761 868,00	R117a	-95 654,00	3 761 925,00
L123a	-95 655,00	3 761 875,00	R118a	-95 654,00	3 761 917,00
L124a	-95 791,00	3 761 858,00	R119a	-95 797,00	3 761 923,00
L125a	-96 369,82	3 761 691,22	R120a	-95 893,00	3 761 908,00
L126a	-96 612,66	3 761 649,06	R121a	-96 273,68	3 761 808,62
L127a	-96 797,32	3 761 643,44	R122a	-96 447,96	3 761 760,14
L128a	-96 981,45	3 761 656,03	R123a	-96 621,13	3 761 732,12
L129a	-97 086,90	3 761 674,14	R124a	-96 737,86	3 761 725,31
L130a			R125a	-96 904,77	3 761 729,97

Val Sheet 9A of 10 P 370/88



Suid-Afrikaanse Nasionale Paaie Agentskap South African National Roads Agency	Die figuur getoon The figure shown	stadsde padreserwe voor van 'n gedeelte represents the road reserve of a portion van Nasionale Route of National Route	Vol Sheet 6 van of 13 P 545/04
--	---------------------------------------	---	---

D.O.R.A



No. 583

7 May 2004

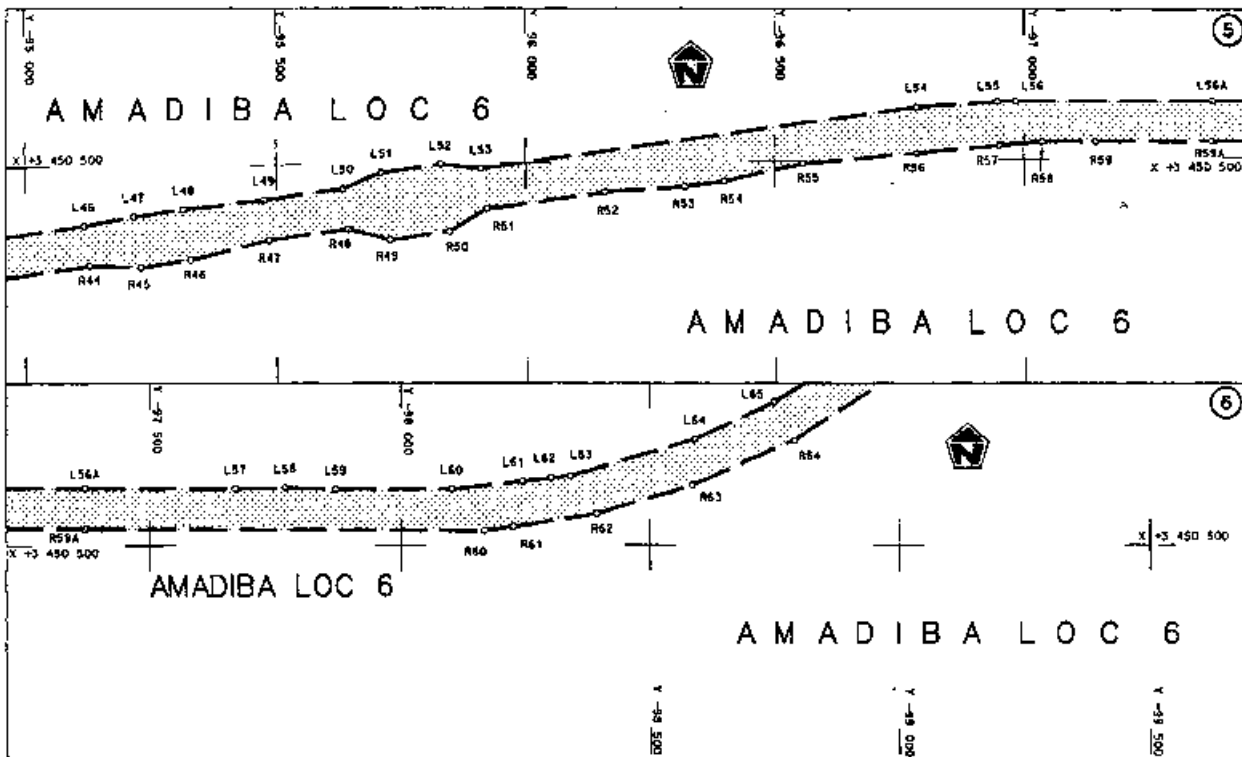
THE SOUTH AFRICAN NATIONAL ROADS AGENCY LIMITED

NATIONAL ROUTE 2: SECTION 18 TO 21 UMTATA TO MTAMWUNA RIVER: DECLARATION OF  
 (i) EXISTING ROADS (ii) SURVEYED ROUTES AS NATIONAL ROAD:

By virtue of the powers vested in me by section 40(1)(a) of the South African National Roads Agency Limited and National Roads Act, 1998 (Act 7 of 1998), I hereby declare (i) the portion of existing road being the R61 between Umtata and Port St Johns, and sections of Alexandra and Spigg Streets in Umtata as described in the Annexure hereto, (ii) the surveyed route between the R61 at Ndvalane to Ntufu River as depicted on the subjoined plan No. P543/04, (iii) the portion of existing road being the R61 between Ntufu River and Lusikisiki as described in the annexure hereto (iv) the surveyed route between Lusikisiki and Mmamvuna River near the Wild Coast Casino as depicted on the subjoined plans P544/04 and P545/04, up to where it ends on the northern abutment of the bridge over the Mmamvuna River to join with National Road R61, declaration 1322 of 1989 between Mmamvuna and Imbezana, to be a national road.

(N2: UMTATA TO MTAMWUNA RIVER)

*G. Rabby*  
 ACTING MINISTER OF TRANSPORT



Suid-Afrikaanse Nasionale Paaie Agentskap South African National Roads Agency	Die figuur getoon The figure shown	'n gedeelte van 'n padreserw vir 'n gedeelte van Nasionale Roete N2 represents the road reserve of a portion of National Route N2	Vol. 4 van 13 P 545/04
--	---------------------------------------	--	---------------------------

0.0.9.A



No. 563

**DIE SUID AFRIKAANSE NASIONALE PADAGENTSKAP BEPERK**

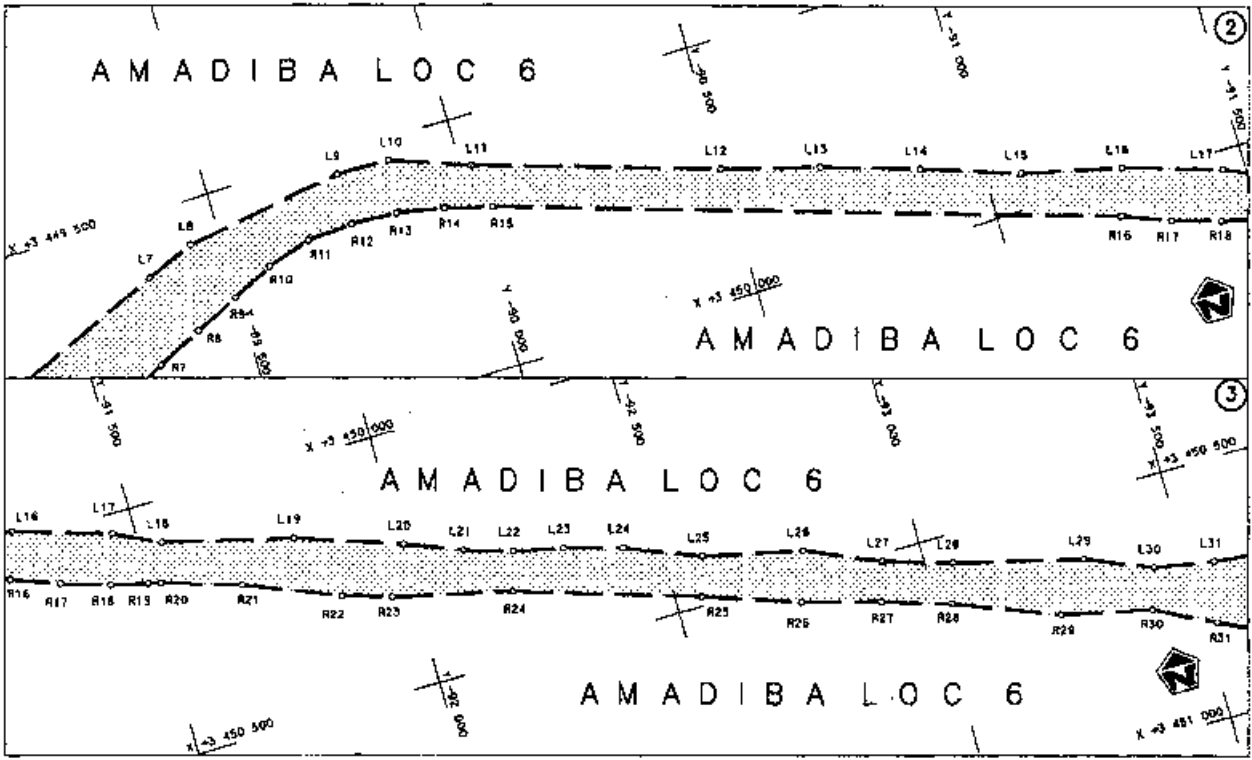
**NASIONALE ROETE 2: SEKSIES 18 TOT 21 UMTATA NA MTAMVUNA RIVIER: VERKLARING VAN (i) BESTAANDE PAAIE (ii) OPGEMETE ROETES AS NASIONALE PAD:**

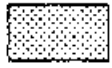
Kragiens die magte my verleen in terme van artikel 40(1)(e) van die Suid Afrikaanse Nasionale Padagentskap Beperk en Nasionale Paaie Wet, 1998 (Wet 7 van 1998), verklaar ek hiermee (i) die gedeelte van bestaande pad bekend as die R61 tussen Umtata en Port St Johns, en seksies van Alexandria en Spigg Straat in Umtata soos beskryf in die bylaag hiertoe, (ii) die opgemete roete tussen die R61 vanaf Ndwalane tot Ntlatfu Rivier soos aangetoon op die aangehegte plan No. P543/04, (iii) die gedeeltes van die bestaande pad R61 tussen Ntlatfu Rivier en Lusikisiki soos beskryf in die aangehegte bylaag hiertoe (iv) die opgemete roete tussen Lusikisiki en Mlamvuna Rivier naby die Wilde Kus Casino soos aangetoon op die aangehegte planne P544/04 and P545/04, tot waar dit eindig op die noordelike brughoof van die brug oor die Mlamvuna Rivier, om aan te sluit met Nasionale Roete R61, onder goewernments kennisgewing 1322 van 1989 tussen Mlamvuna and Imbezana, tot 'n Nasionale Pad.

**(NZ: UMTATA TOT MTAMVUNA RIVIER)**

*G. P. P. P.*

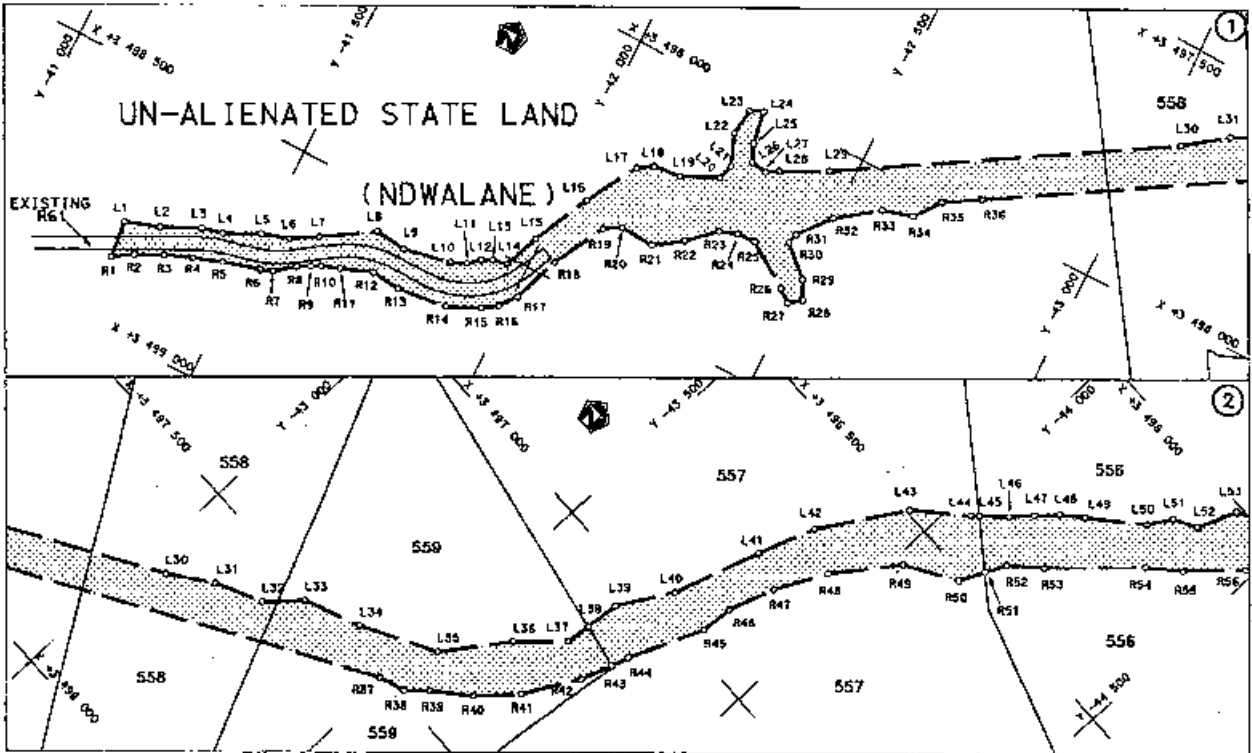
**WAARNEMENDE MINISTER VAN VERVOER**

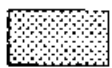


Suid-Afrikaanse Nasionale Paaie Agentekap South African National Roads Agency	Die figuur getoon The figure shown		stadske padreserwe voor van 'n gedeelte represents the road reserve of a portion van Nasionale Route N2 Sekake of National Route Section 21	Van Sheet 2 van of 13 P 545/04
--	---------------------------------------	---	--	---

D.O.S.A

07160000



Suid-Afrikaanse Nasionale Paaie Agentekap South African National Roads Agency	Die figuur getoon The figure shown		stadske padreserwe voor van 'n gedeelte represents the road reserve of a portion van Nasionale Route N2 Sekake of National Route Section 19	Van Sheet 1 van of 8 P 543/04
--	---------------------------------------	---	--	--

D.O.S.A



PADRESERWE KOORDINATE		ROAD RESERVE CO-ORDINATES		
LINKERKANT/LEFT HAND SIDE	REGTERKANT/RIGHT HAND SIDE	LINKERKANT/LEFT HAND SIDE	REGTERKANT/RIGHT HAND SIDE	
Y	X	WG 29°	Y	
L217	-77 657.32	3 459 510.46	R205 -78 370.74	3 458 813.21
L218	-77 723.00	3 459 530.57	R206 -78 434.45	3 458 737.60
L219	-77 753.74	3 459 534.70	R207 -78 506.19	3 458 659.73
L220	-77 776.44	3 459 503.13	R208 -78 580.59	3 458 604.79
L221	-77 806.51	3 459 486.18	R209 -78 691.91	3 458 516.80
L222	-77 860.42	3 459 244.51	R210 -78 973.10	3 458 333.96
L223	-77 942.37	3 459 157.75	R211 -79 365.65	3 458 090.98
L224	-77 997.93	3 459 072.09	R212 -79 421.92	3 458 067.93
L225	-78 053.12	3 458 988.71	R213 -79 536.06	3 457 986.20
L226	-78 111.79	3 458 907.74	R214 -79 754.31	3 457 851.91
L227	-78 173.74	3 458 742.86	R215 -79 839.85	3 457 738.49
L228	-78 235.71	3 458 675.74	R216 -80 000.68	3 457 670.31
L229	-78 373.55	3 458 610.53	R217 -80 070.73	3 457 594.83
L230	-78 452.39	3 458 515.16	R218 -80 133.98	3 457 516.09
L231	-78 553.59	3 458 452.64	R219 -80 197.98	3 457 456.68
L232	-78 644.13	3 458 393.39	R220 -80 266.82	3 457 392.42
L233	-78 727.10	3 458 337.50	R221 -80 333.34	3 457 333.34
L234	-78 812.37	3 458 284.81	R222 -80 400.04	3 457 278.18
L235	-78 897.86	3 458 222.84	R223 -80 468.91	3 457 227.14
L236	-79 33.74	3 458 022.84	R224 -81 533.13	3 457 178.81
L237	-79 400.09	3 457 937.21	R225 -81 600.04	3 457 130.24
L238	-79 494.07	3 457 835.16	R226 -81 666.80	3 457 86.19
L239	-79 627.22	3 457 783.77	R227 -81 732.78	3 457 218.97
L240	-79 712.40	3 457 731.55	R228 -81 800.00	3 457 160.10
L241	-79 796.16	3 457 675.93	R229 -81 866.86	3 457 102.79
L242	-79 873.54	3 457 613.04	R230 -81 933.72	3 456 55.44
L243	-79 944.82	3 457 543.25	R231 -82 000.68	3 456 00.00
L244	-80 009.57	3 457 466.52	R232 -82 067.54	3 455 44.44
L245	-80 071.19	3 457 389.71	R233 -82 134.41	3 455 00.00
L246	-81 309.88	3 455 897.13	R234 -82 201.28	3 454 44.44
L247	-81 357.31	3 455 818.30	R235 -82 268.14	3 454 00.00
L248	-81 470.00	3 455 738.69	R236 -82 335.00	3 453 55.55
L249	-81 515.01	3 455 652.51	R237 -82 401.86	3 453 11.11
L250	-81 565.64	3 455 565.97	R238 -82 468.72	3 452 66.66
L251	-81 591.78	3 455 477.29	R239 -82 535.58	3 452 22.22
L252	-81 624.98	3 455 389.85	R240 -82 602.44	3 451 77.77
L253	-81 654.92	3 455 293.84	R241 -82 669.30	3 451 33.33
L254	-81 684.98	3 455 197.83	R242 -82 736.16	3 450 88.88
L255	-81 680.89	3 455 122.46	R243 -82 803.02	3 450 44.44
L256	-81 677.69	3 455 005.52	R244 -82 869.88	3 450 00.00
L257	-81 770.18	3 454 914.43	R245 -82 936.74	3 449 55.55
L258	-81 849.76	3 454 820.83	R246 -83 003.60	3 449 11.11
L259	-81 924.93	3 454 726.01	R247 -83 070.46	3 448 66.66
L260	-82 008.84	3 454 631.15	R248 -83 137.32	3 448 22.22
L261	-82 091.24	3 454 536.29	R249 -83 204.18	3 447 77.77
L262	-82 175.53	3 454 441.43	R250 -83 271.04	3 447 33.33
L263	-82 259.15	3 454 346.57	R251 -83 337.90	3 446 88.88
L264	-82 343.03	3 454 251.71	R252 -83 404.76	3 446 44.44
L265	-82 399.00	3 454 156.85	R253 -83 471.62	3 446 00.00
L266	-82 707.77	3 454 487.16	R254 -83 538.48	3 445 55.55
L267	-82 859.63	3 454 427.31	R255 -83 605.34	3 445 11.11
L268	-82 959.00	3 454 353.19		
L269	-82 966.76	3 454 332.89		
L270	-82 966.76	3 454 332.89		



PADRESERWE KOORDINATE		ROAD RESERVE CO-ORDINATES		
LINKERKANT/LEFT HAND SIDE	REGTERKANT/RIGHT HAND SIDE	LINKERKANT/LEFT HAND SIDE	REGTERKANT/RIGHT HAND SIDE	
Y	X	WG 29°	Y	
L1	-41 245.24	3 498 786.18	R1 -41 253.38	3 498 859.57
L2	-41 313.23	3 498 763.22	R2 -41 292.10	3 498 835.58
L3	-41 381.22	3 498 727.69	R3 -41 345.20	3 498 808.68
L4	-41 428.63	3 498 717.40	R4 -41 398.80	3 498 788.31
L5	-41 497.04	3 498 603.37	R5 -41 454.50	3 498 768.52
L6	-41 551.53	3 498 666.67	R6 -41 528.50	3 498 748.85
L7	-41 602.72	3 498 636.65	R7 -41 591.90	3 498 740.51
L8	-41 701.36	3 498 573.52	R8 -41 590.00	3 498 696.85
L9	-41 764.18	3 498 580.80	R9 -41 614.60	3 498 686.65
L10	-41 859.36	3 498 561.38	R10 -41 673.90	3 498 686.65
L11	-41 889.13	3 498 548.48	R11 -41 669.40	3 498 673.71
L11-	-41 911.24	3 498 529.34	R12 -41 731.00	3 498 650.71
L12	-41 932.01	3 498 518.81	R13 -41 789.30	3 498 656.88
L13	-41 961.09	3 498 513.15	R14 -41 889.90	3 498 644.83
L14	-41 988.95	3 498 442.24	R15 -41 935.20	3 498 614.37
L15	-42 044.88	3 498 325.78	R16 -41 983.40	3 498 594.21
L16	-42 105.11	3 498 221.43	R17 -42 009.10	3 498 466.14
L18	-42 134.23	3 498 202.99	R18 -42 044.22	3 498 466.14
L19	-42 189.68	3 498 195.98	R19 -42 099.83	3 498 361.08
L20	-42 261.59	3 498 162.33	R20 -42 133.89	3 498 341.62
L21	-42 271.70	3 498 131.28	R21 -42 201.49	3 498 345.47
L22	-42 248.61	3 498 071.61	R22 -42 266.81	3 498 306.85
L23	-42 255.13	3 498 017.54	R23 -42 309.27	3 498 258.69
L24	-42 281.82	3 498 005.75	R24 -42 345.00	3 498 245.42
L25	-42 292.03	3 498 071.46	R25 -42 381.71	3 498 243.99
L26	-42 306.20	3 498 105.44	R26 -42 442.00	3 498 243.99
L27	-42 338.33	3 498 108.92	R27 -42 496.64	3 498 303.16
L28	-42 362.49	3 498 095.06	R28 -42 520.65	3 498 303.74
L29	-42 451.56	3 498 049.05	R29 -42 502.18	3 498 268.07
L30	-43 048.78	3 497 683.90	R30 -42 444.12	3 498 214.40
L31	-43 129.07	3 497 623.26	R31 -42 449.31	3 498 129.33
L32	-43 219.17	3 497 579.73	R32 -42 500.89	3 498 069.73
L33	-43 273.96	3 497 514.71	R33 -42 580.68	3 498 069.73
L34	-43 385.49	3 497 467.55	R34 -42 640.66	3 498 001.29
L35	-43 527.72	3 497 387.58	R35 -42 679.49	3 498 052.82
L36	-43 614.52	3 497 261.22	R36 -42 747.35	3 497 959.81
L37	-43 687.80	3 497 178.55	R37 -43 488.17	3 497 506.95
L38	-43 697.79	3 497 128.93	R38 -43 539.68	3 497 488.05
L39	-43 697.34	3 497 059.99	R39 -43 574.82	3 497 492.38
L40	-43 757.27	3 496 952.48	R40 -43 640.41	3 497 318.58
L41	-43 811.05	3 496 775.67	R41 -43 701.13	3 497 318.58
L42	-43 849.97	3 496 659.50	R42 -43 750.94	3 497 245.78
L43	-43 949.94	3 496 493.05	R43 -43 792.38	3 497 145.39
L44	-44 038.75	3 496 409.76	R44 -43 851.77	3 496 959.45
L45	-44 050.10	3 496 397.08	R45 -43 884.98	3 496 895.42
L46	-44 091.66	3 496 355.08	R46 -43 855.55	3 496 801.18
L47	-44 123.19	3 496 315.76	R47 -43 884.98	3 496 699.45
L48	-44 155.42	3 496 277.27	R48 -44 021.86	3 496 575.79
L49	-44 193.11	3 496 241.25	R49 -44 119.32	3 496 514.40
L50	-44 286.33	3 496 160.70	R50 -44 141.57	3 496 464.88
L51	-44 312.05	3 496 115.70		
L52	-44 357.09	3 496 090.05		
L53	-44 385.93	3 496 012.78		
L54	-44 494.13	3 495 948.62		

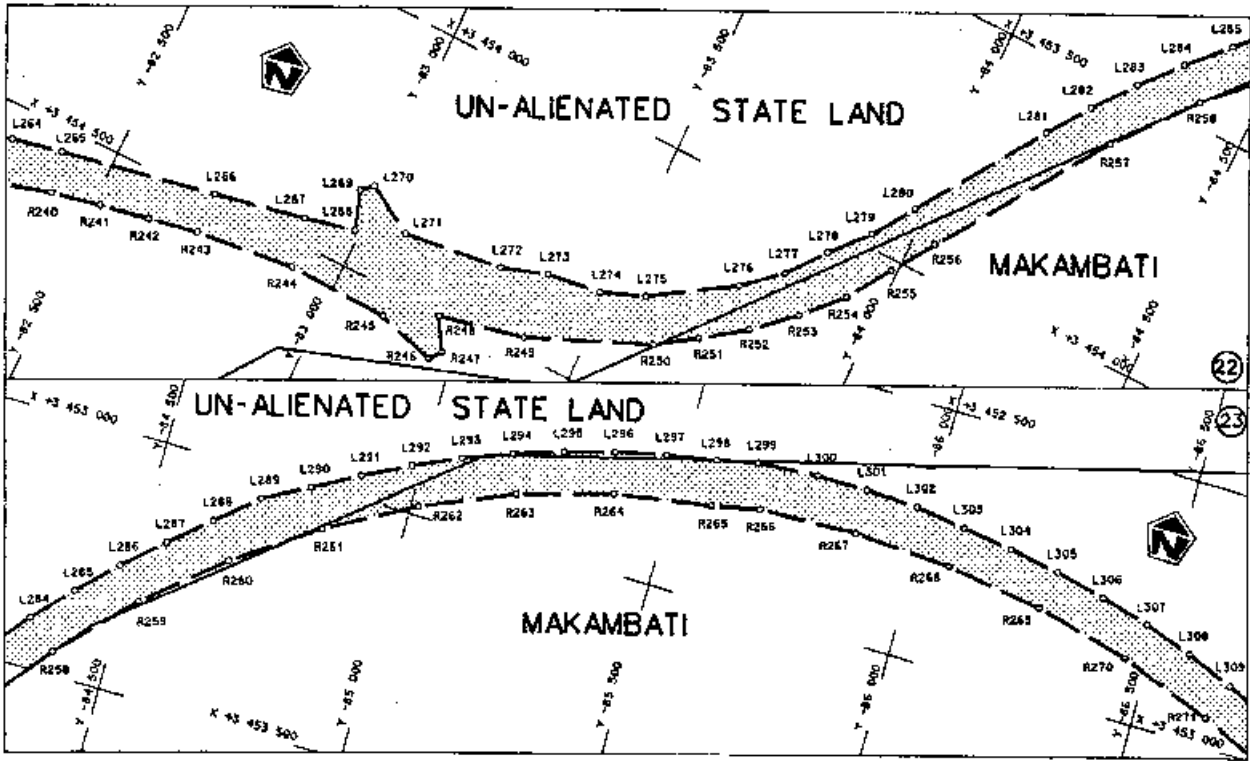
LINKERKANT/LEFT HAND SIDE	PADRESERVE KOÖRDINATE	ROAD RESERVE CO-ORDINATES		REGERKANT/RIGHT HAND SIDE	
		WG 29°	X		
L109	-69 365.66	3 469 514.01	R103	-69 670.51	3 469 449.33
L110	-69 454.53	3 469 461.46	R104	-69 763.01	3 469 417.23
L111	-69 546.71	3 469 414.94	R105	-69 857.45	3 469 391.36
L112	-69 641.78	3 469 374.67	R106	-69 954.23	3 469 370.92
L113	-69 739.32	3 469 340.82	R107	-70 052.25	3 469 351.14
L114	-69 838.90	3 469 313.54	R108	-70 641.09	3 469 231.91
L115	-69 938.40	3 469 292.50	R109	-70 741.41	3 469 200.98
L116	-70 036.43	3 469 272.72	R110	-70 834.97	3 469 151.83
L117	-70 526.55	3 469 173.84	R111	-70 845.16	3 469 143.48
L118	-70 623.26	3 469 153.92	R112	-70 917.66	3 469 086.00
L119	-70 711.03	3 469 126.95	R113	-70 985.44	3 469 007.25
L120	-70 793.53	3 469 088.87	R114	-71 046.51	3 468 926.75
L121	-70 791.26	3 469 094.81	R115	-71 090.70	3 468 867.31
L122	-70 862.15	3 469 028.37	R116	-71 02.64	3 468 851.26
L123	-70 932.93	3 468 958.60	R117	-71 344.85	3 468 525.51
L124	-71 348.78	3 468 386.07	R118	-71 358.55	3 468 507.55
L125	-71 426.21	3 468 281.98	R119	-71 526.76	3 468 286.93
L126	-71 512.08	3 468 129.99	R120	-71 613.72	3 468 186.20
L127	-71 513.17	3 468 006.04	R121	-71 671.52	3 468 196.27
L128	-71 514.61	3 467 925.01	R122	-71 717.50	3 468 164.75
L129	-71 674.93	3 467 898.97	R123	-71 782.15	3 467 978.41
L130	-71 759.01	3 467 835.80	R124	-71 943.84	3 467 724.75
L131	-71 773.99	3 467 814.31	R125	-72 901.38	3 466 442.90
L132	-72 116.02	3 467 354.31	R126	-73 021.32	3 466 287.43
L133	-72 222.02	3 467 273.35	R127	-73 052.51	3 466 234.98
L134	-72 295.03	3 467 113.57	R128	-73 135.92	3 466 171.80
L135	-72 344.40	3 467 025.67	R129	-73 218.73	3 466 126.73
L136	-72 422.23	3 466 856.62	R130	-73 289.88	3 466 058.70
L137	-72 532.75	3 466 791.87	R131	-73 628.12	3 465 981.41
L138	-72 593.37	3 466 712.34	R132	-73 768.48	3 465 936.18
L139	-72 642.61	3 466 624.33	R133	-73 855.50	3 465 900.26
L140	-72 712.71	3 466 551.84	R134	-73 908.34	3 465 878.44
L141	-72 772.38	3 466 471.59	R135	-74 110.39	3 465 738.40
L142	-72 935.10	3 466 253.03	R136	-74 289.92	3 465 531.89
L143	-73 007.35	3 466 177.03	R137	-74 444.50	3 465 266.36
L144	-73 086.83	3 466 108.63	R138	-74 531.19	3 465 190.35
L145	-73 172.73	3 466 048.50	R139	-74 538.19	3 465 089.49
L146	-73 264.21	3 465 997.87	R140	-74 640.05	3 464 914.22
L147	-73 300.35	3 465 935.39	R141	-74 744.48	3 464 767.85
L148	-73 448.55	3 465 853.95	R142	-74 824.87	3 464 684.15
L149	-73 539.31	3 465 753.33	R143	-74 900.59	3 464 514.15
L150	-73 639.55	3 465 639.42	R144	-75 046.73	3 464 373.65
L151	-73 741.30	3 465 527.41	R145	-75 119.55	3 464 320.80
L152	-73 844.99	3 465 425.87	R146	-75 229.12	3 464 307.33
L153	-74 016.88	3 465 319.90	R147	-75 314.26	3 464 257.00
L154	-74 066.12	3 465 212.81	R148	-75 402.51	3 464 204.21
L155	-74 166.26	3 465 108.03	R149	-75 490.11	3 464 146.34
L156	-74 268.11	3 465 50.03	R150	-75 574.72	3 464 084.18
L157	-74 368.5	3 465 394.64	R151	-75 655.82	3 464 018.22
L158	-74 416.83	3 465 222.18	R152	-76 204.23	3 463 552.07
L159	-74 474.53	3 465 134.59	R153	-76 281.73	3 463 485.47
L160	-74 529.56	3 464 876.38			
L161					
L162					



LINKERKANT/LEFT HAND SIDE	PADRESERVE KOÖRDINATE	ROAD RESERVE CO-ORDINATES		REGERKANT/RIGHT HAND SIDE	
		WG 29°	X		
L109	-46 511.49	3 492 011.14	R104	-46 397.56	3 492 578.70
L110	-46 514.89	3 492 000.00	R105	-46 447.64	3 492 489.11
L111	-46 554.55	3 491 869.91	R106	-46 492.36	3 492 396.74
L112	-46 571.86	3 491 714.10	R107	-46 531.58	3 492 301.90
L113	-46 598.69	3 491 472.53	R108	-46 559.93	3 492 206.61
L114	-46 572.08	3 491 440.92	R109	-46 597.20	3 492 107.18
L115	-46 578.43	3 491 394.82	R110	-46 617.37	3 492 032.39
L116	-46 611.70	3 491 325.36	R111	-46 620.89	3 492 000.00
L117	-46 604.89	3 491 300.89	R112	-46 634.02	3 491 879.15
L118	-46 589.00	3 491 254.06	R113	-46 634.36	3 491 696.01
L119	-46 589.63	3 491 230.22	R114	-46 680.96	3 491 456.51
L120	-46 610.36	3 491 180.51	R115	-46 691.69	3 491 382.09
L121	-46 597.56	3 491 117.65	R116	-46 699.24	3 491 277.64
L122	-46 583.92	3 491 070.31	R117	-46 694.40	3 491 172.86
L123	-46 582.10	3 490 984.66	R118	-46 702.42	3 491 144.60
L124	-46 584.04	3 490 886.23	R119	-46 688.13	3 491 092.68
L125	-46 552.08	3 490 786.92	R120	-46 688.13	3 491 069.47
L126	-46 537.06	3 490 688.06	R121	-46 679.30	3 491 024.63
L127	-46 518.17	3 490 589.78	R122	-46 664.94	3 490 976.22
L128	-46 513.12	3 490 515.26	R123	-46 640.49	3 490 873.50
L129	-46 503.10	3 490 510.81	R124	-46 641.23	3 490 708.50
L130	-46 479.95	3 490 510.81	R125	-46 601.15	3 490 577.18
L131	-46 482.84	3 490 443.43	R126	-46 586.13	3 490 478.31
L132	-46 477.35	3 490 381.88	R127	-46 602.67	3 490 349.37
L133	-46 481.08	3 490 322.55	R128	-46 578.76	3 490 252.63
L134	-46 473.26	3 490 267.87	R129	-46 573.88	3 490 220.48
L135	-46 463.15	3 490 221.48	R130	-46 559.03	3 490 135.93
L136	-46 451.05	3 490 165.95	R131	-46 547.28	3 489 066.02
L137	-46 467.99	3 489 959.46	R132	-46 547.28	3 489 970.13
L138	-46 460.01	3 489 807.38	R133	-46 564.55	3 489 676.25
L139	-46 500.01	3 489 807.38	R134	-46 591.10	3 489 784.55
L140	-46 494.09	3 489 772.87	R135	-46 661.30	3 489 570.25
L141	-46 550.01	3 489 653.46	R136	-46 692.29	3 489 468.83
L142	-46 590.57	3 489 459.64	R137	-46 707.03	3 489 365.42
L143	-46 599.66	3 489 451.30	R138	-46 711.37	3 489 261.05
L144	-46 609.59	3 489 404.23	R139	-46 732.64	3 489 154.03
L145	-46 629.13	3 489 333.96	R140	-46 703.32	3 489 142.38
L146	-46 624.87	3 489 262.18	R141	-46 693.68	3 489 056.57
L147	-46 624.87	3 489 181.27	R142	-46 710.02	3 488 980.38
L148	-46 603.33	3 489 167.80	R143	-46 697.68	3 488 881.38
L149	-46 612.19	3 489 041.41	R144	-46 697.68	3 488 956.89
L150	-46 589.34	3 488 968.46	R145	-46 684.60	3 488 866.80
L151	-46 563.32	3 488 938.53	R146	-46 662.63	3 488 760.80
L152	-46 554.58	3 488 893.99	R147	-46 668.14	3 488 666.06
L153	-46 554.58	3 488 808.94	R148	-46 659.32	3 488 579.32
L154	-46 577.37	3 488 741.30	R149	-46 633.76	3 488 481.33
L155	-46 580.62	3 488 662.64	R150	-46 706.46	3 488 435.30
L156	-46 584.65	3 488 546.82	R151	-46 744.53	3 488 349.02
L157	-46 614.67	3 488 457.28	R152	-46 795.37	3 488 264.41
L158	-46 631.20	3 488 408.18	R153	-46 997.36	3 488 061.02
L159	-46 677.18	3 488 308.68			
L160	-46 731.22	3 488 219.68			
L161	-46 795.94	3 488 136.12			
L162					

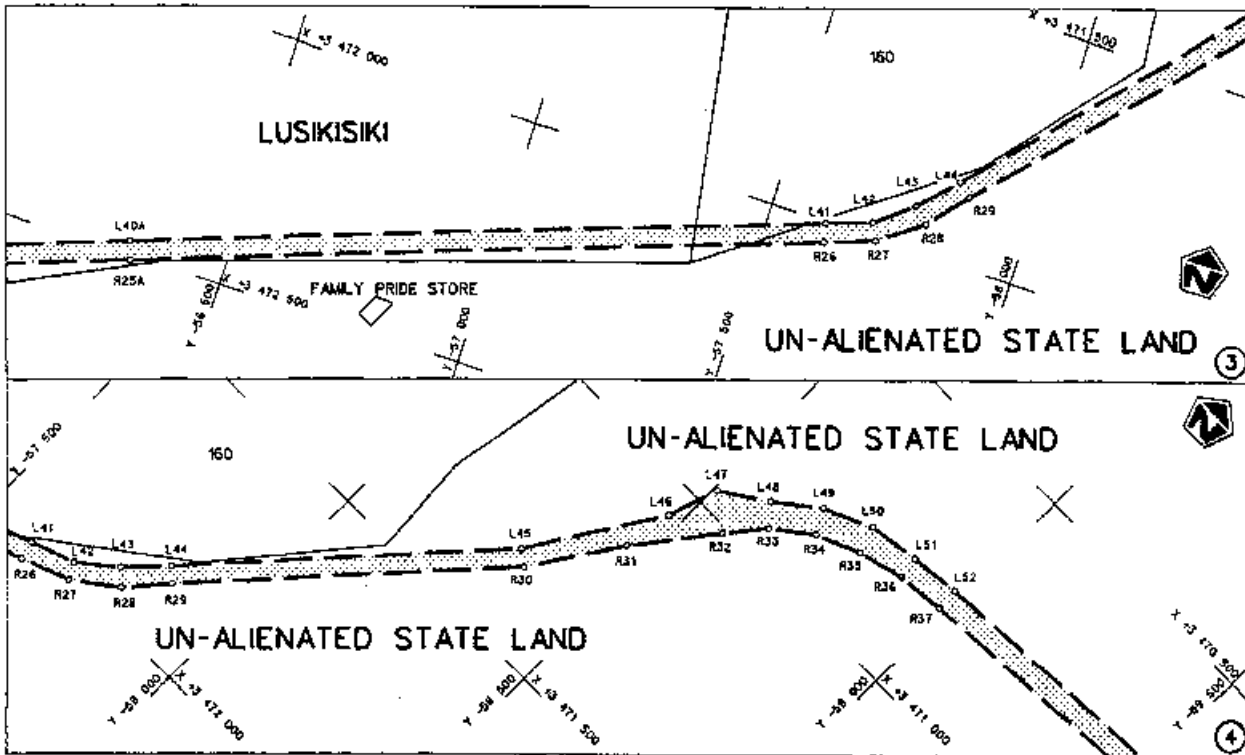






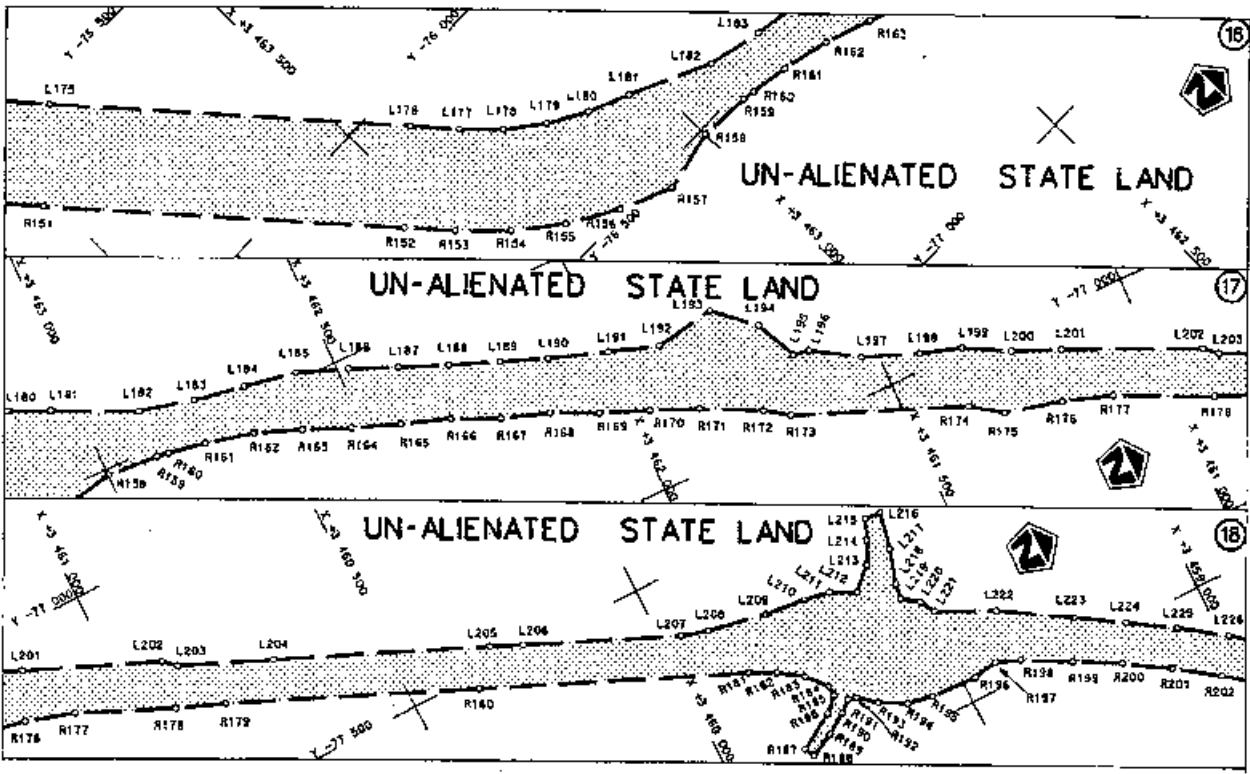
Suid-Afrikaanse Padagentskap Bpk. South African National Roads Agency Ltd.	Die figuur getoon The figure shown		stelsel padreserwe voor van 'n gedeelte represents the road reserves of a portion van Nasionale Rote of National Route	N2	Sekasie Section	20	Vol Sheet	10 of	18
							P	544/04	

D.O.S.A



Suid-Afrikaanse Nasionale Pools Agentskap South African National Roads Agency	Die figuur getoon The figure shown		stelsel padreserwe voor van 'n gedeelte represents the road reserves of a portion van Nasionale Rote of National Route	N2	Sekasie Section	20	Vol Sheet	3 of	18
							P	544/04	

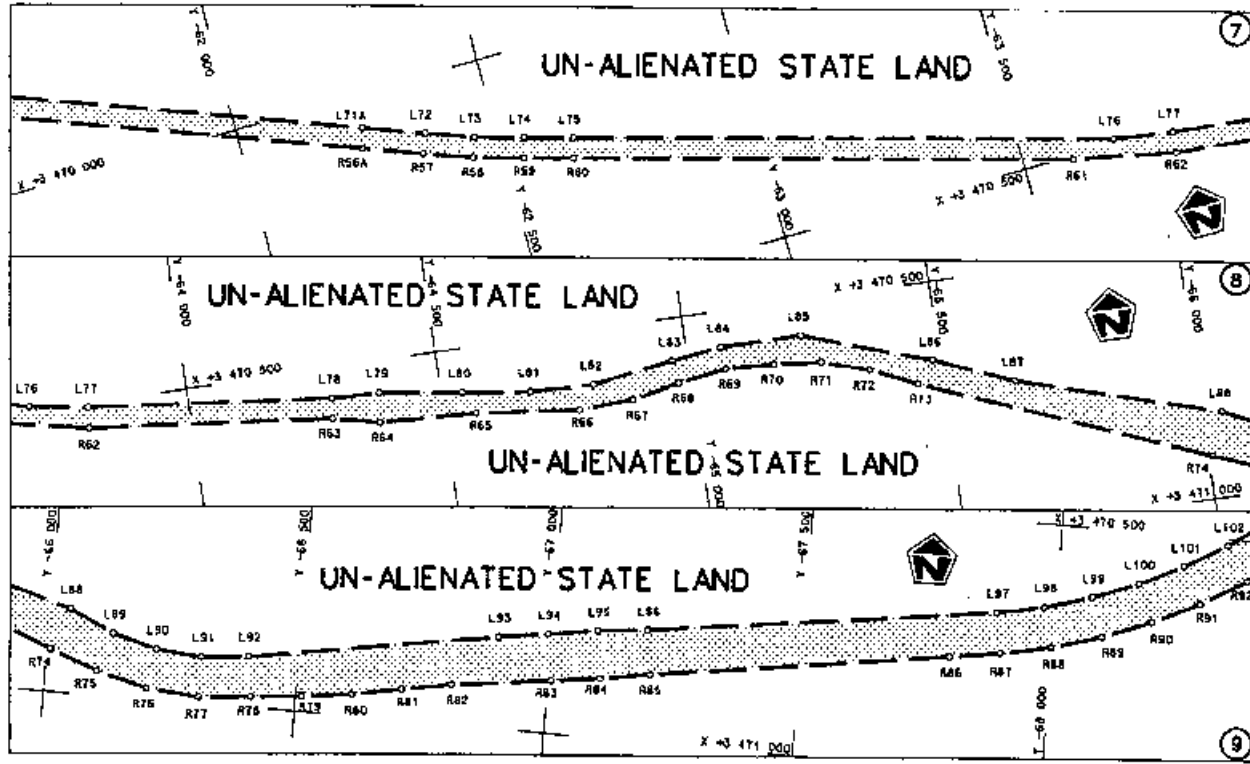
D.O.S.A



Suid-Afrikaanse Nasionale Paaie Agentskap South African National Roads Agency	Die figuur getoon The figure shown		stelde padreserwe voor van 'n gedeelte represents the road reserve of a portion van Nasionale Route N2 Sekasie of National Route N2 Sekasie Section 20	Vol Sheet 8 van of 18
				P 544/04

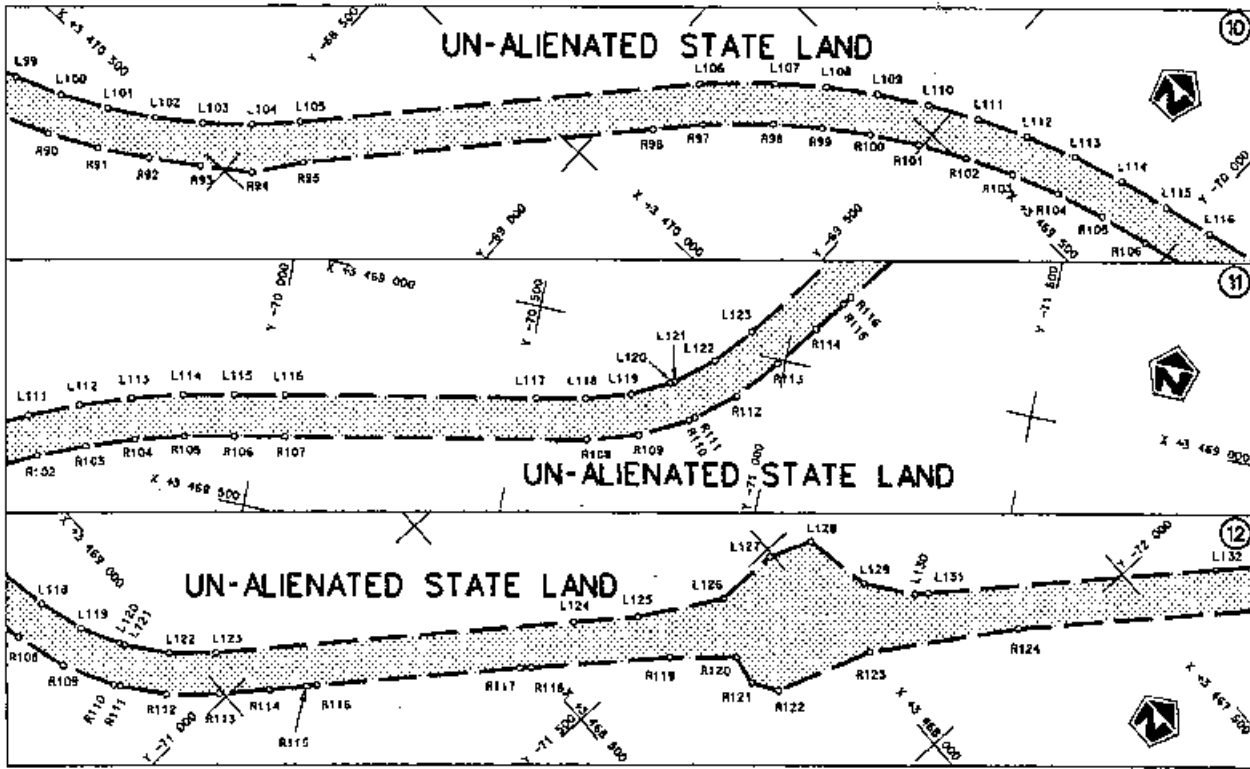
D.O.S.A

02160000



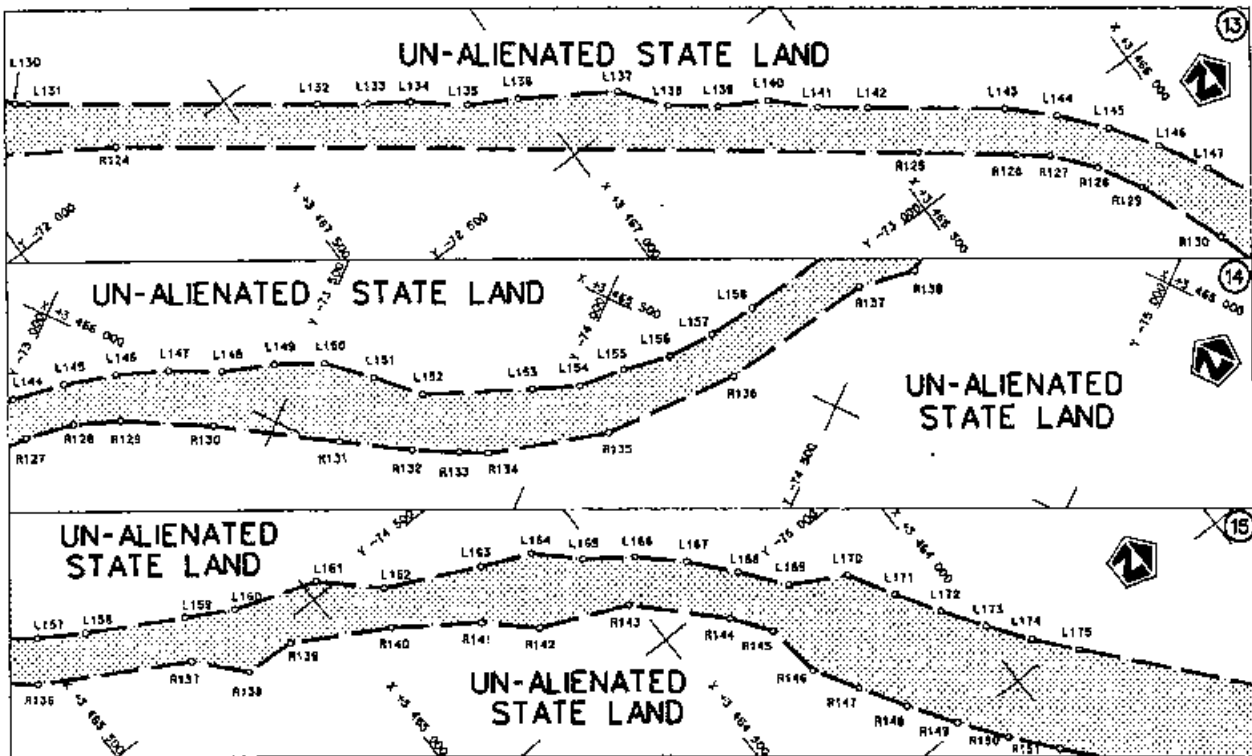
Suid-Afrikaanse Nasionale Paaie Agentskap South African National Roads Agency	Die figuur getoon The figure shown		stelde padreserwe voor van 'n gedeelte represents the road reserve of a portion van Nasionale Route N2 Sekasie of National Route N2 Sekasie Section 20	Vol Sheet 5 van of 18
				P 544/04


D.O.S.A



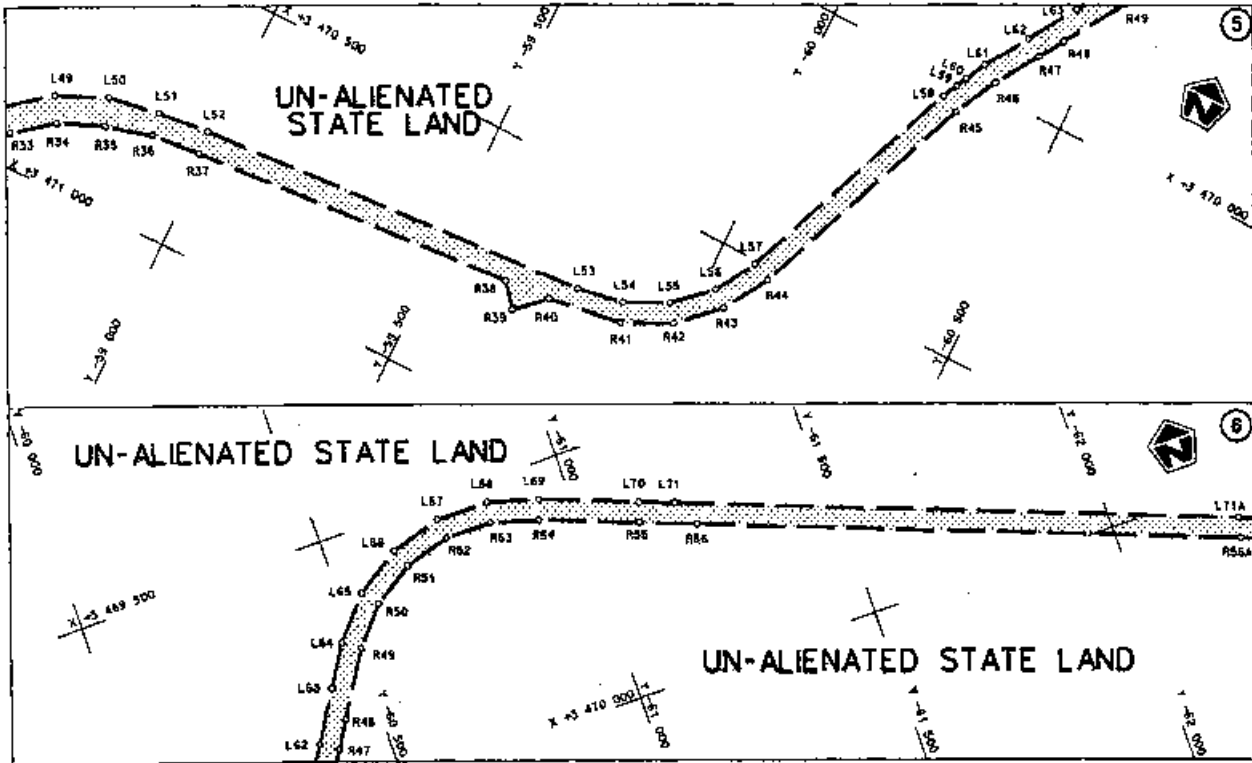
Suid-Afrikaanse Nasionale Paaie Agentskap South African National Roads Agency	Die figuur getoon The figure shown		stelsel die padreserwe voor van 'n gedeelte represents the road reserve of a portion van Nasionale Roete N2 Saksie of National Route Section 20	Vel Sheet 6 van of 18 P 544/04
--	---------------------------------------	---	--	---

D.O.B.A



Suid-Afrikaanse Nasionale Paaie Agentskap South African National Roads Agency	Die figuur getoon The figure shown		stelsel die padreserwe voor van 'n gedeelte represents the road reserve of a portion van Nasionale Roete N2 Saksie of National Route Section 20	Vel Sheet 7 van of 18 P 544/04
--	---------------------------------------	---	--	---

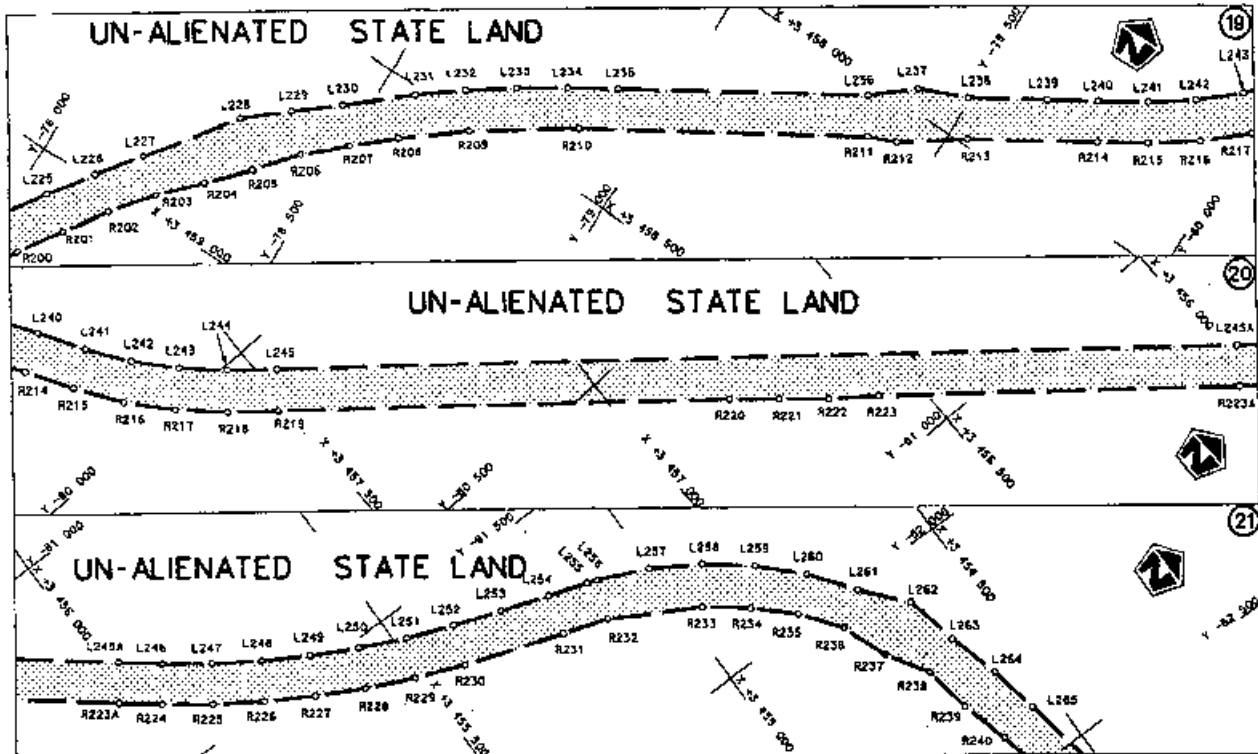
D.O.B.A



Suid-Afrikaanse Nasionale Poole Agentskap South African National Roads Agency	Die figuur getoon The figure shown	stipple padreserwe voor van 'n gedeelte represents the road reserve of a portion van Nasionale Route of National Route <b>N2</b> Sekste Section <b>20</b>	Van Sheet 4 van of 18 P <b>544/04</b>
--	---------------------------------------	---	--

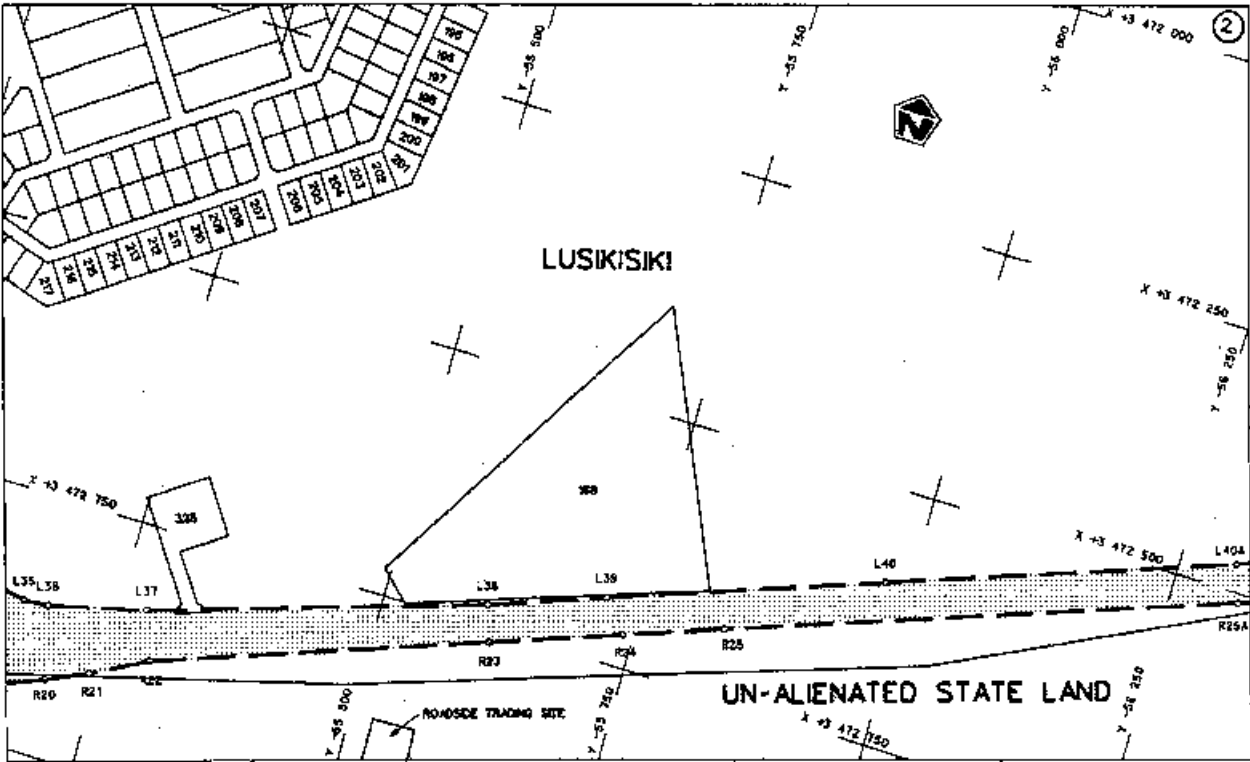
D.O.B.A

02160000



Suid-Afrikaanse Nasionale Poole Agentskap South African National Roads Agency	Die figuur getoon The figure shown	stipple padreserwe voor van 'n gedeelte represents the road reserve of a portion van Nasionale Route of National Route <b>N2</b> Sekste Section <b>20</b>	Van Sheet 9 van of 18 P <b>544/04</b>
--	---------------------------------------	---	--

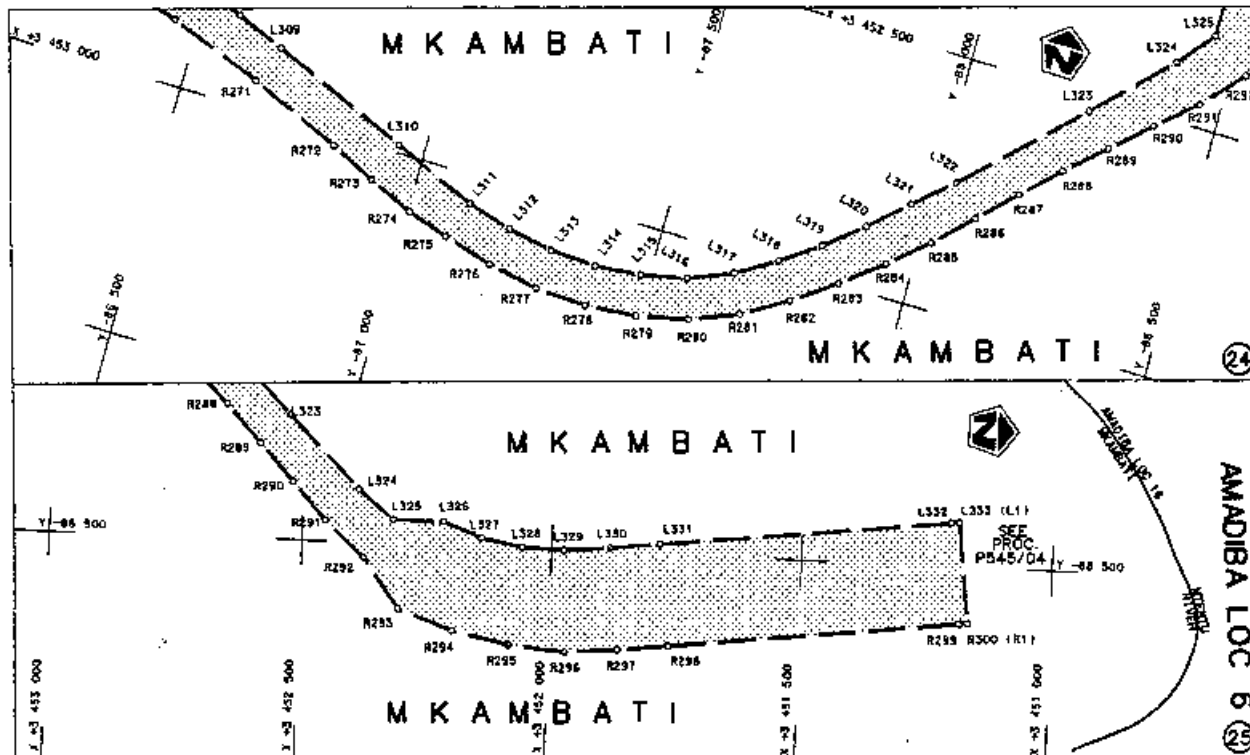
D.O.B.A



Suid-Afrikaanse Padagentekop Bpk. South African National Roads Agency Ltd.	Die figuur getoon The figure shown		stelsel padreserwe voor van 'n gedeelte represents the road reserve of a portion van Nasionale Rote of National Routes	N2	Seksie Section	20	Vol Sheet	2 van of	18
							P	544/04	

D.O.P.A

03360000



Suid-Afrikaanse Nasionale Rote Agentekop South African National Roads Agency	Die figuur getoon The figure shown		stelsel padreserwe voor van 'n gedeelte represents the road reserve of a portion van Nasionale Rote of National Routes	N2	Seksie Section	20	Vol Sheet	11 van of	18
							P	544/04	

D.O.P.A

PADRESERNE KOÖRDINATE	ROAD RESERVE CO-ORDINATES	
	LINKERKANT/LEFT HAND SIDE	REGERKANT/RIGHT HAND SIDE
L163	-46 846.65	3 488 086.60
L164	-46 923.96	3 488 020.16
L165	-47 567.71	3 487 490.58
L166	-47 642.73	3 487 428.87
L167	-47 712.84	3 487 356.69
L168	-47 797.18	3 487 301.81
L169	-48 223.81	3 486 950.87
L170	-48 340.44	3 486 858.47
L171	-48 527.91	3 486 722.45
L172	-48 559.08	3 486 699.84
L173	-48 655.93	3 486 618.78
L174	-48 746.00	3 486 513.79
L175	-48 805.29	3 486 438.14
L176	-48 857.87	3 486 339.01
L177	-48 887.64	3 486 246.28
L178	-48 934.21	3 486 083.80
L179	-48 964.14	3 485 994.48
L180	-49 006.72	3 485 919.97
L181	-49 083.13	3 485 841.92
L182	-49 172.26	3 485 784.71
L183	-49 462.93	3 485 745.79
L184	-49 661.23	3 485 699.88
L185	-49 750.93	3 485 656.89
L186	-49 831.19	3 485 516.63
L187	-49 804.08	3 485 441.10
L188	-49 791.36	3 485 357.21

ROAD RESERVE CO-ORDINATES	
LINKERKANT/LEFT HAND SIDE	REGERKANT/RIGHT HAND SIDE
R154	-47 103.33
R155	-47 180.42
R156	-47 229.04
R157	-47 323.66
R158	-47 351.15
R159	-47 450.72
R160	-47 542.42
R161	-47 615.18
R162	-47 623.29
R163	-47 741.95
R164	-47 787.83
R165	-47 846.86
R166	-48 001.32
R167	-48 084.90
R168	-48 155.77
R169	-48 387.86
R170	-48 489.20
R171	-48 496.05
R172	-48 604.54
R173	-48 712.99
R174	-48 656.57
R175	-48 767.94
R176	-48 804.90
R177	-48 868.99
R178	-48 903.84
R179	-48 930.70
R180	-48 962.77
R181	-49 028.87
R182	-49 135.22
R183	-49 227.07
R184	-49 502.05
R185	-49 510.56
R186	-49 574.20
R187	-49 706.53
R188	-49 749.95
R189	-49 848.24
R190	-49 838.84
R191	-49 945.84
R192	-49 856.34
R193	-49 830.49

Vel	van	P
Sheet 8	of 8	543/04



PADRESERNE KOÖRDINATE	ROAD RESERVE CO-ORDINATES	
	LINKERKANT/LEFT HAND SIDE	REGERKANT/RIGHT HAND SIDE
L55	-59 555.52	3 470 651.30
L56	-60 024.80	3 470 587.82
L57	-60 073.58	3 470 507.38
L58	-60 265.10	3 470 045.36
L59	-60 280.09	3 470 016.11
L60	-60 291.54	3 469 993.78
L61	-60 311.86	3 469 954.12
L62	-60 365.70	3 469 869.20
L63	-60 425.09	3 469 776.89
L64	-60 474.31	3 469 700.39
L65	-60 544.28	3 469 632.14
L66	-60 735.17	3 469 568.42
L67	-60 840.50	3 469 539.65
L68	-60 940.16	3 469 569.78
L69	-61 127.17	3 469 654.54
L70	-61 192.21	3 470 109.12
L71	-62 361.22	3 470 142.79
L72	-62 454.22	3 470 170.43
L73	-62 645.81	3 470 107.48
L74	-62 645.81	3 470 499.58
L75	-63 685.10	3 470 560.01
L76	-63 801.40	3 470 507.59
L77	-64 282.26	3 470 562.36
L78	-64 378.17	3 470 565.03
L79	-64 541.79	3 470 603.53
L80	-64 677.57	3 470 607.11
L81	-64 805.71	3 470 583.04
L82	-64 968.52	3 470 569.59
L83	-65 068.52	3 470 568.33
L84	-65 230.18	3 470 653.77
L85	-65 485.29	3 470 716.29
L86	-65 642.23	3 470 832.46
L87	-66 039.65	3 470 874.66
L88	-66 128.33	3 470 899.09
L89	-66 216.94	3 470 898.68
L90	-66 307.24	3 470 908.27
L91	-66 400.54	3 470 818.78
L92	-66 492.96	3 470 804.40
L93	-66 594.00	3 470 789.56
L94	-67 091.85	3 470 684.12
L95	-67 151.47	3 470 664.92
L96	-67 884.10	3 470 637.98
L97	-67 978.05	3 470 651.63
L98	-68 070.07	3 470 561.63
L99	-68 159.54	3 470 512.75
L100	-68 245.81	3 470 457.18
L101	-68 328.31	3 470 395.29
L102	-68 406.46	3 470 327.40
L103	-68 479.70	3 469 730.28
L104	-68 547.66	3 469 636.57
L105	-69 088.72	3 469 572.37
L106	-69 199.39	
L107	-69 280.49	

ROAD RESERVE CO-ORDINATES	
LINKERKANT/LEFT HAND SIDE	REGERKANT/RIGHT HAND SIDE
R52	-60 733.67
R53	-60 833.62
R54	-60 928.09
R55	-61 112.99
R56	-61 221.31
R57	-62 346.96
R58	-62 441.97
R59	-62 538.72
R60	-62 634.99
R61	-63 597.69
R62	-63 796.43
R63	-64 277.93
R64	-64 371.78
R65	-64 564.36
R66	-64 770.55
R67	-64 881.05
R68	-64 975.66
R69	-65 072.30
R70	-65 169.24
R71	-65 263.94
R72	-65 357.23
R73	-65 448.76
R74	-66 001.59
R75	-66 101.59
R76	-66 202.76
R77	-66 308.08
R78	-66 411.56
R79	-66 511.41
R80	-66 610.74
R81	-66 709.10
R82	-66 807.62
R83	-67 005.96
R84	-67 105.19
R85	-67 203.81
R86	-67 297.37
R87	-67 396.83
R88	-67 496.29
R89	-67 595.73
R90	-68 095.17
R91	-68 191.41
R92	-68 283.69
R93	-68 377.92
R94	-68 458.13
R95	-68 543.04
R96	-69 042.97
R97	-69 147.50
R98	-69 250.97
R99	-69 327.88
R100	-69 408.66
R101	-69 492.94
R102	-69 580.35

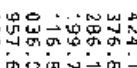
  

Vel	van	P
Sheet 13	of 18	544/04

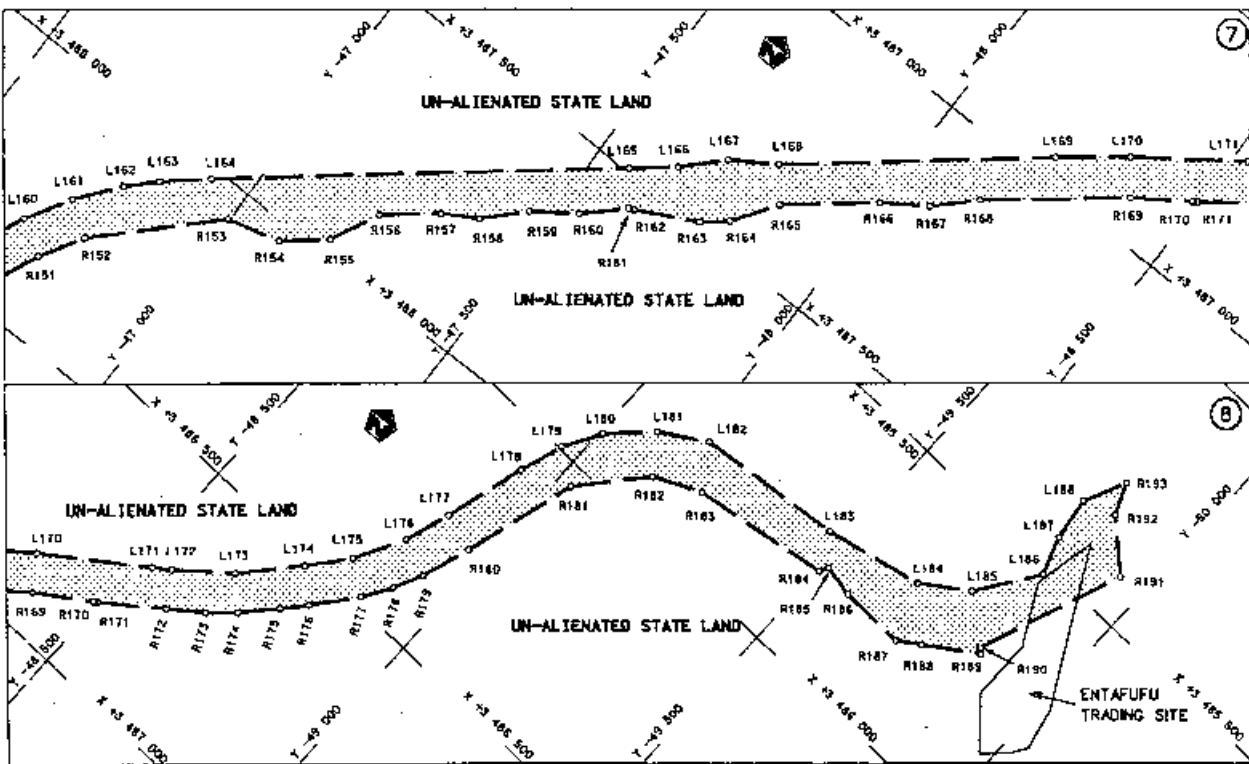
PADRESERWE KOÖRDINATE		ROAD RESERVE CO-ORDINATES			
LINKERKANT/LEFT HAND SIDE	RECHTERKANT/RIGHT HAND SIDE	LINKERKANT/LEFT HAND SIDE	RECHTERKANT/RIGHT HAND SIDE		
Y	X	WG 29°	Y		
L55	-44 516.20	3 495 866.13	R52	-44 150.21	3 496 423.37
L56	-44 600.68	3 495 789.12	R53	-44 214.00	3 496 371.33
L57	-44 640.97	3 495 698.64	R54	-44 316.72	3 496 221.19
L58	-44 669.46	3 495 610.05	R55	-44 402.31	3 496 170.72
L59	-44 677.94	3 495 538.69	R56	-44 484.38	3 496 000.00
L60	-44 693.25	3 495 444.78	R57	-44 555.45	3 495 916.29
L61	-44 697.08	3 495 420.23	R58	-44 618.35	3 495 862.33
L62	-44 697.08	3 495 372.67	R59	-44 674.61	3 495 835.93
L63	-44 694.64	3 495 324.20	R60	-44 671.71	3 495 710.48
L64	-44 694.95	3 495 276.80	R61	-44 736.71	3 495 610.77
L65	-44 689.99	3 495 206.68	R62	-44 777.06	3 495 504.77
L66	-44 670.74	3 495 193.47	R63	-44 794.91	3 495 423.37
L67	-44 664.68	3 495 137.68	R64	-44 789.98	3 495 317.76
L68	-44 639.08	3 495 038.94	R65	-44 785.88	3 495 306.04
L69	-44 643.40	3 494 919.50	R66	-44 791.49	3 495 244.00
L70	-44 630.36	3 494 835.84	R67	-44 760.77	3 495 114.89
L71	-44 661.72	3 494 753.32	R68	-44 738.02	3 495 023.07
L72	-44 668.84	3 494 720.11	R69	-44 723.15	3 494 931.73
L73	-44 690.41	3 494 675.60	R70	-44 725.15	3 494 841.53
L74	-44 704.13	3 494 612.32	R71	-44 744.16	3 494 816.78
L75	-44 705.14	3 494 532.69	R72	-44 755.50	3 494 751.33
L76	-44 760.73	3 494 481.37	R73	-44 821.14	3 494 650.54
L77	-44 764.70	3 494 430.62	R74	-44 874.21	3 494 567.63
L78	-44 806.68	3 494 372.16	R75	-44 857.56	3 494 443.23
L79	-44 811.10	3 494 365.04	R76	-44 836.74	3 494 557.65
L80	-44 815.48	3 494 313.85	R77	-44 899.13	3 494 443.54
L81	-44 885.52	3 493 961.64	R78	-44 961.53	3 494 367.63
L82	-44 949.10	3 493 885.77	R79	-44 024.10	3 493 999.47
L83	-44 988.27	3 493 776.07	R80	-45 061.77	3 493 818.25
L84	-45 040.02	3 493 689.89	R81	-45 108.00	3 493 745.68
L85	-45 097.46	3 493 657.95	R82	-45 227.40	3 493 600.99
L86	-45 115.29	3 493 539.53	R83	-45 253.10	3 493 539.24
L87	-45 166.01	3 493 512.26	R84	-45 283.47	3 493 441.76
L88	-45 239.69	3 493 476.62	R85	-45 369.23	3 493 441.76
L89	-45 319.44	3 493 372.97	R86	-45 425.77	3 493 355.28
L90	-45 441.22	3 493 225.42	R87	-45 605.74	3 493 253.33
L91	-45 543.33	3 493 227.67	R88	-45 686.33	3 493 203.27
L92	-45 668.59	3 493 198.38	R89	-45 804.77	3 493 193.71
L93	-45 748.98	3 492 978.81	R90	-45 849.09	3 493 151.69
L94	-45 945.38	3 492 847.16	R91	-45 935.59	3 492 974.33
L95	-46 090.27	3 492 750.76	R92	-45 073.55	3 492 902.11
L96	-46 165.93	3 492 652.69	R93	-46 147.45	3 492 827.67
L97	-46 240.27	3 492 620.13	R94	-46 217.03	3 492 748.27
L98	-46 328.92	3 492 537.61	R95	-46 282.06	3 492 665.18
L99	-46 419.37	3 492 452.14	R100	-46 342.30	
L100	-46 456.79	3 492 364.00	R101		
L101	-46 461.99	3 492 273.50	R102		
L102					
L103					
L104					
L105					
L106					
L107					
L108					



PADRESERWE KOÖRDINATE		ROAD RESERVE CO-ORDINATES			
LINKERKANT/LEFT HAND SIDE	RECHTERKANT/RIGHT HAND SIDE	LINKERKANT/LEFT HAND SIDE	RECHTERKANT/RIGHT HAND SIDE		
Y	X	WG 29°	Y		
L163	-74 656.70	3 464 699.81	R154	-76 362.18	3 463 408.91
L164	-74 699.55	3 464 604.42	R155	-76 432.00	3 463 320.92
L165	-74 772.04	3 464 530.57	R156	-76 490.26	3 463 223.51
L166	-74 803.85	3 464 446.39	R157	-76 536.04	3 463 120.58
L167	-74 905.76	3 464 370.66	R158	-76 511.59	3 462 999.19
L168	-74 985.51	3 464 303.56	R159	-76 518.80	3 462 896.61
L169	-75 067.25	3 464 239.55	R160	-76 522.78	3 462 872.81
L170	-75 126.07	3 464 155.92	R161	-76 535.28	3 462 797.98
L171	-75 213.10	3 464 084.47	R162	-76 529.37	3 462 702.08
L172	-75 296.49	3 464 034.62	R163	-76 592.05	3 462 522.18
L173	-75 375.75	3 463 983.27	R164	-76 663.44	3 462 428.26
L174	-75 452.30	3 463 926.02	R165	-76 695.59	3 462 332.39
L175	-75 526.34	3 463 865.79	R166	-76 736.50	3 462 242.07
L176	-76 074.72	3 463 399.68	R167	-76 767.43	3 462 146.71
L177	-76 149.32	3 463 336.42	R168	-76 809.41	3 462 055.82
L178	-76 213.28	3 463 274.88	R169	-76 845.66	3 461 962.61
L179	-76 267.62	3 463 206.09	R170	-76 884.12	3 461 870.30
L180	-76 312.96	3 463 131.06	R171	-76 939.46	3 461 755.54
L181	-76 348.59	3 463 050.97	R172	-76 970.68	3 461 709.79
L182	-76 423.41	3 462 892.13	R173	-77 101.22	3 461 377.66
L183	-76 448.99	3 462 681.87	R174	-77 142.26	3 461 318.08
L184	-76 466.21	3 462 577.16	R175	-77 168.89	3 461 202.76
L185	-76 485.55	3 462 479.11	R176	-77 200.00	3 461 107.36
L186	-76 521.91	3 462 366.07	R177	-77 283.80	3 460 925.66
L187	-76 560.40	3 462 294.50	R178	-77 320.96	3 460 832.66
L188	-76 598.21	3 462 197.58	R179	-77 327.09	3 460 369.59
L189	-76 635.39	3 462 107.01	R180	-77 344.90	3 459 873.34
L190	-76 669.29	3 461 891.89	R181	-77 770.01	3 459 823.23
L191	-76 707.61	3 461 772.11	R182	-77 802.28	3 459 776.64
L192	-76 739.73	3 461 655.76	R183	-77 840.61	3 459 743.04
L193	-76 784.85	3 461 533.30	R184	-77 867.95	3 459 741.94
L194	-76 865.05	3 461 423.97	R185	-77 928.88	3 459 642.39
L195	-76 925.36	3 461 312.70	R186	-77 928.88	3 459 542.31
L196	-76 967.25	3 461 254.79	R187	-77 925.69	3 459 484.31
L197	-77 077.37	3 461 162.46	R188	-77 925.69	3 459 424.12
L200	-77 189.58	3 460 907.55	R189	-77 913.76	3 459 376.68
L201	-77 211.26	3 460 831.26	R190	-77 913.76	3 459 326.72
L202	-77 288.06	3 460 708.90	R191	-77 952.71	3 459 286.74
L203	-77 362.36	3 460 583.26	R192	-77 952.71	3 459 236.78
L204	-77 462.36	3 460 460.11	R193	-77 952.71	3 459 186.81
L205	-77 519.23	3 460 342.93	R194	-77 952.71	3 459 136.85
L206	-77 619.26	3 460 225.93	R195	-77 952.71	3 459 86.85
L207	-77 657.63	3 459 907.11	R196	-77 952.71	
L208	-77 634.18	3 459 790.57	R197	-77 952.71	
L209	-77 666.76	3 459 708.99	R198	-77 952.71	
L210	-77 676.34	3 459 607.49	R199	-77 952.71	
L211	-77 701.81	3 459 566.15	R200	-77 952.71	
L212	-77 663.29	3 459 544.47	R201	-77 952.71	
L213	-77 621.32	3 459 526.78	R202	-77 952.71	
L214	-77 585.05	3 459 494.62	R203	-77 952.71	
L215			R204	-77 952.71	
L216					







Suid-Afrikaanse Padgedenskap Bpk.  
South African National Roads Agency Ltd.

Die figuur getoon  
The figure shown

Die figuur toon die padreserwe voor van 'n gedeelte van Nasionale Route N2 Sêksie 19  
The figure shows the road reserve of a portion of National Route N2 Section 19

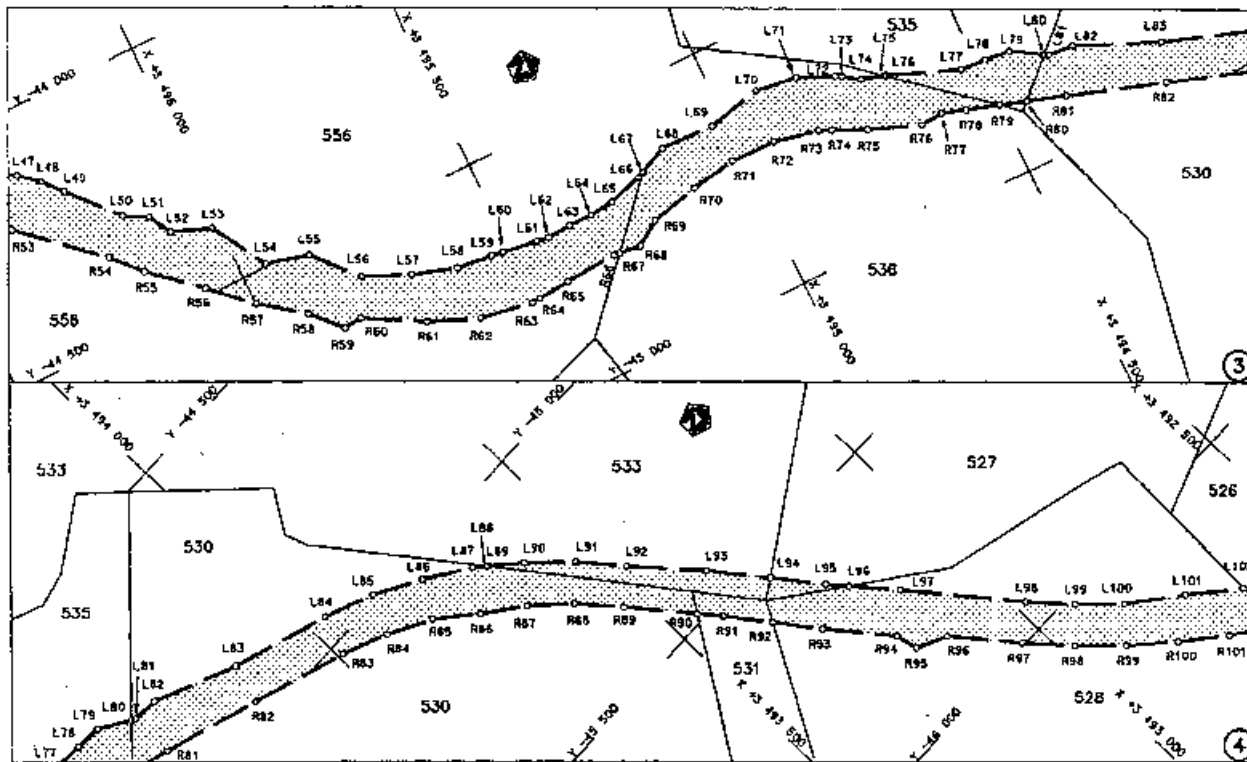
Vol Sheet 4 van of 8  
P 543/04

D.O.9.A



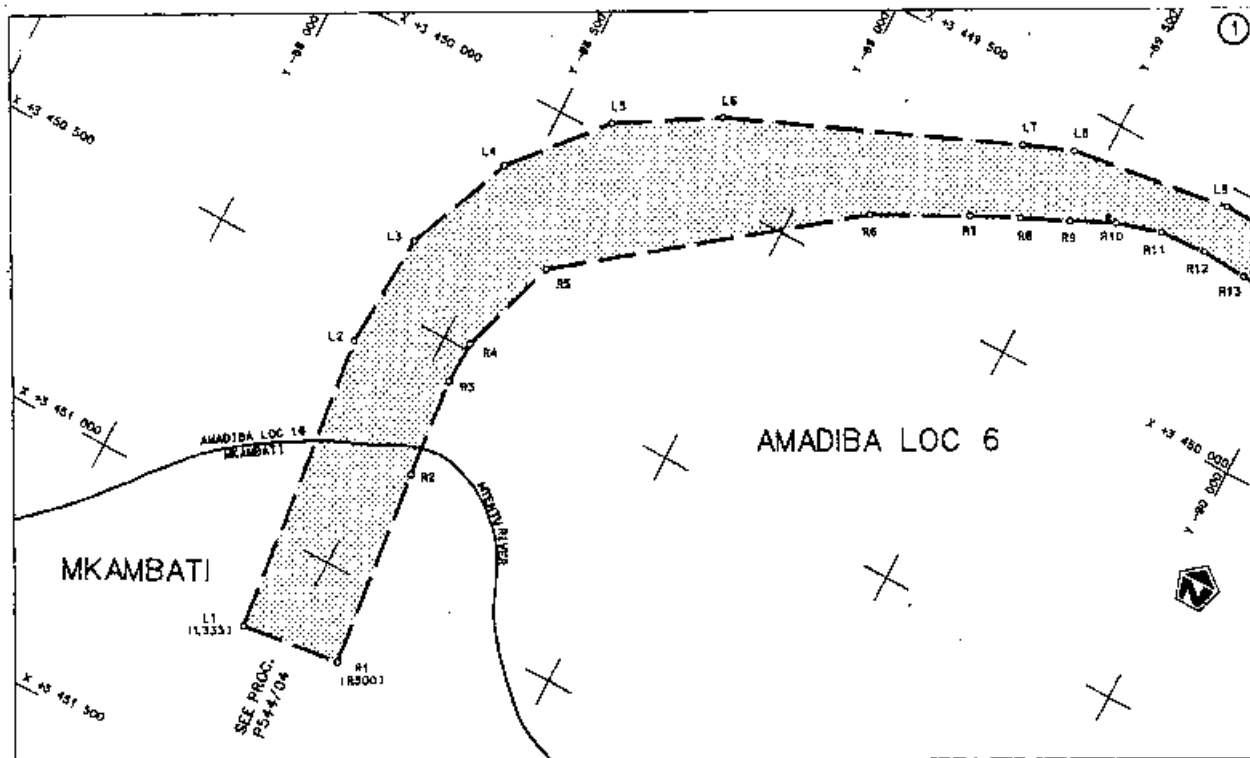
LITREKANT/LEFT HAND SIDE	PADRESERWE KOÖRDINATE		WIG 29°	ROAD RESERVE CO-ORDINATES	
	Y	X		Y	X
L271	-83 083.20	3 454 388.28	R256	-84 043.95	3 453 937.40
L272	-83 282.23	3 454 363.24	R257	-84 268.97	3 453 607.65
L273	-83 373.89	3 454 333.17	R258	-84 392.41	3 453 454.42
L274	-83 482.28	3 454 318.61	R259	-84 528.97	3 453 312.75
L275	-83 567.72	3 454 285.25	R260	-84 679.73	3 453 186.23
L276	-83 727.52	3 454 182.68	R261	-84 842.37	3 453 075.39
L277	-83 798.95	3 454 119.95	R262	-85 015.26	3 452 981.33
L278	-83 858.39	3 454 045.89	R263	-85 196.67	3 452 905.01
L279	-83 921.76	3 453 974.37	R264	-85 385.44	3 452 849.67
L280	-83 977.80	3 453 892.41	R265	-85 579.03	3 452 816.86
L281	-84 146.51	3 453 644.34	R266	-85 675.46	3 452 796.33
L282	-84 203.98	3 453 561.00	R267	-85 872.05	3 452 786.84
L283	-84 263.78	3 453 479.30	R268	-86 068.61	3 452 826.79
L284	-84 331.58	3 453 400.79	R269	-86 263.16	3 452 826.79
L285	-84 401.23	3 453 325.67	R270	-86 453.77	3 452 875.82
L286	-84 474.54	3 453 254.12	R271	-86 639.19	3 452 943.91
L287	-84 551.34	3 453 186.33	R272	-86 812.84	3 453 065.17
L288	-84 708.43	3 453 053.60	R273	-86 912.84	3 453 065.17
L289	-84 829.64	3 452 908.73	R274	-87 003.98	3 453 106.90
L290	-84 799.52	3 453 005.23	R275	-87 087.17	3 453 133.38
L291	-84 889.23	3 452 955.60	R276	-87 186.86	3 453 161.59
L292	-84 981.64	3 452 908.73	R277	-87 289.01	3 453 179.88
L293	-85 073.99	3 452 867.16	R278	-87 392.81	3 453 184.59
L294	-85 169.38	3 452 829.81	R279	-87 496.28	3 453 174.46
L295	-85 266.51	3 452 797.28	R280	-87 597.77	3 453 151.61
L296	-85 365.15	3 452 769.64	R281	-87 693.99	3 453 112.28
L297	-85 465.05	3 452 746.96	R282	-87 782.48	3 453 058.51
L298	-85 565.76	3 452 728.01	R283	-87 885.94	3 452 998.05
L299	-85 648.83	3 452 710.38	R284	-87 946.45	3 452 936.05
L300	-85 768.97	3 452 701.16	R285	-88 022.18	3 452 869.53
L301	-85 872.00	3 452 700.37	R286	-88 092.22	3 452 798.13
L302	-85 976.15	3 452 704.30	R287	-88 162.71	3 452 727.13
L303	-86 076.73	3 452 717.44	R288	-88 233.20	3 452 656.17
L304	-86 179.35	3 452 730.39	R289	-88 307.04	3 452 588.68
L305	-86 279.19	3 452 748.41	R290	-88 380.88	3 452 521.19
L306	-86 379.01	3 452 771.44	R291	-88 457.23	3 452 454.58
L307	-86 477.55	3 452 799.43	R292	-88 530.33	3 452 376.09
L308	-86 574.57	3 452 832.32	R293	-88 628.24	3 452 303.84
L309	-86 669.72	3 452 869.96	R294	-88 667.20	3 452 194.94
L310	-86 947.33	3 452 984.09	R295	-88 696.08	3 452 081.76
L311	-87 115.62	3 453 057.22	R296	-88 698.82	3 451 967.17
L312	-87 205.58	3 453 083.67	R297	-88 689.79	3 451 860.67
L313	-87 297.23	3 453 100.06	R298	-88 678.38	3 451 761.09
L314	-87 390.34	3 453 104.45	R299	-88 611.92	3 451 181.80
L315	-87 574.22	3 453 074.81	R300	-88 610.00	3 451 165.00
L316	-87 574.22	3 453 039.10			
L317	-87 560.35	3 452 990.77			
L318	-87 739.63	3 452 936.45			
L319	-87 814.61	3 452 874.74			
L320	-87 886.32	3 452 807.26			
L321	-87 962.17	3 452 739.54			
L322	-88 035.59	3 452 670.77			
L323	-88 250.27	3 452 529.77			
L324	-88 391.41	3 452 390.25			

Vol Sheet 17	VAN OF 18	P 544/04
--------------	-----------	----------



Suid-Afrikaanse Nasionale Paaie Agentskap South African National Roads Agency	Die figuur getoon The figure shown		stelsel padreserwe voor van 'n gedeelte represents the road reserve of a portion van Nasionale Roete of National Route	N2	Seksie Section	19	Van Sheet	2	van of	8
							P	543/04		

D.O.S.A



Suid-Afrikaanse Nasionale Paaie Agentskap South African National Roads Agency	Die figuur getoon The figure shown		stelsel padreserwe voor van 'n gedeelte represents the road reserve of a portion van Nasionale Roete of National Route	N2	Seksie Section	21	Van Sheet	1	van of	13
							P	545/04		

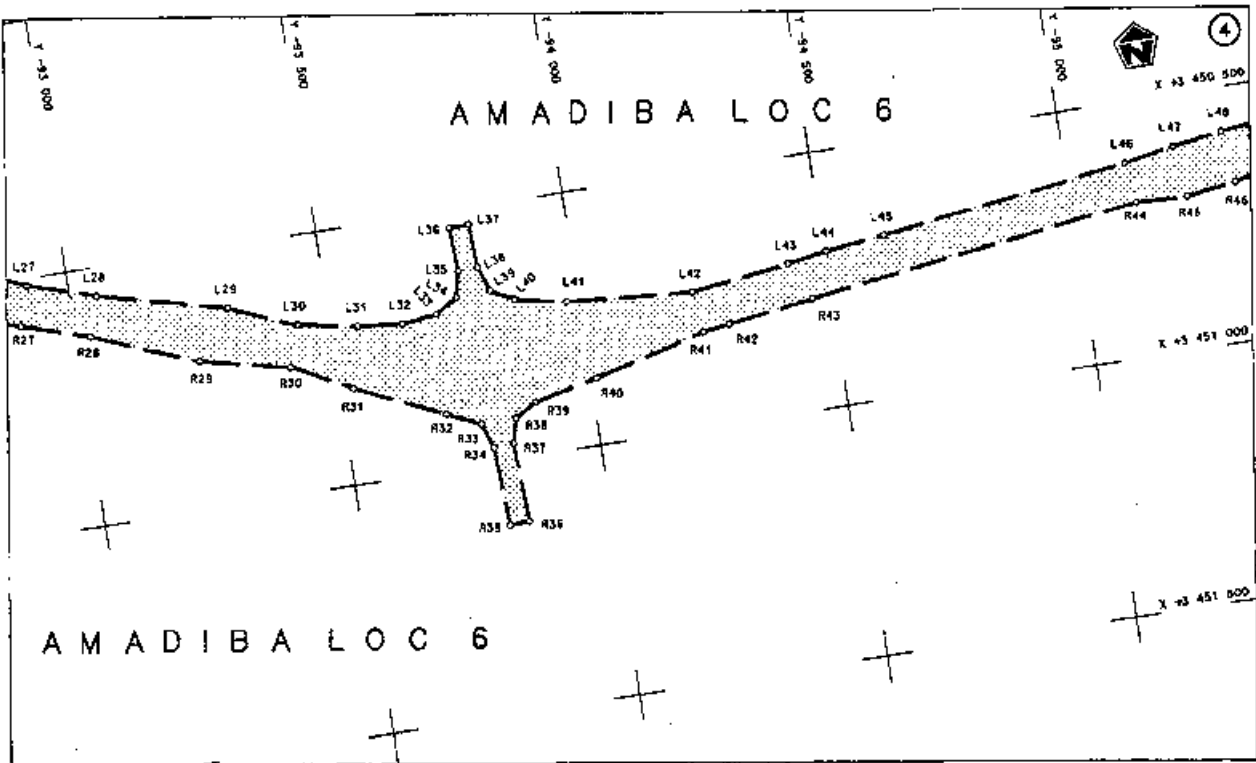
D.O.S.A

**Beskrywing van die pad tussen Umatale en Ndwalane**

Vanaf (i) die interseksie met Madeira straat, wat deel vorm van die N2 in Umatale, en verkeer as 'n Nasionale Pad onder Goewernments Kennisgewing No. 676 van 2000, en Sutherland straat, vanwaar dit Sutherland Straat in 'n algemeen oostelike rigting volg tot waar Sutherland straat kruis met Spigg straat om 'n eenrigting straat ooswaarts te vorm. (ii) met Alexandra straat vanaf die interseksie met Madeira straat tot die interseksie met Spigg straat, vanwaar dit Spigg straat volg tot by die interseksie met Sutherland straat om 'n weswaarts eenrigting te vorm. (iii) daarna vanaf hierdie interseksie in 'n algemene ooswaarts rigting met Sutherland straat, wat die R61 word, na Port St Johns tot en met 'n punt ± 8.4 km wes van die Mzimvubu River by Ndwalane waar dit aansluit by die opgeteelde roete soos aangedui op plan PS43/04.

**Beskrywing van die pad tussen Ntufu River en Lusikisik**

Vanaf die interseksie met die opgeteelde roete soos aangedui op plan No. PS43/04 en Pad R61, tussen Lusikisik en Port St Johns, in 'n algemeen noordwaarts rigting met die bestaande R61 tot by Lusikisik waar dit aansluit by die opgeteelde roete tussen Lusikisik en Mlamuzana River, soos aangedui op plan PS44/04 en PS45/04.



Suid-Afrikaanse Nasionale Paaie Agentskap South African National Roads Agency	Die figuur getoon The figure shown	Die gedeelte wat hierin getoon word, is 'n gedeelte van die padreserve vir 'n gedeelte van Nasionale Route of National Route N2 Sekere Sektore 21	Van Sheet 3 van of 13 P 540/02
--	---------------------------------------	--	-----------------------------------

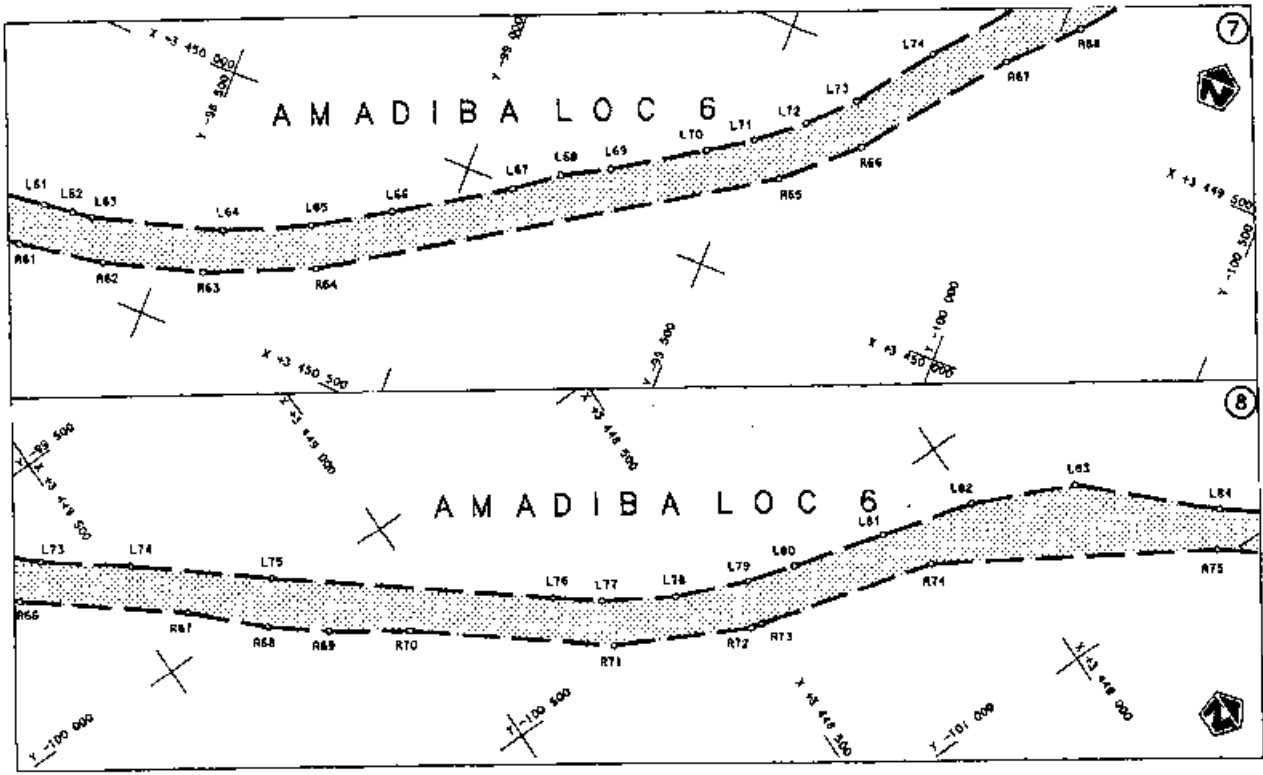
D.O.B.A

**Description of road between Umtata and Nowelane**

From (i) the intersection with Madeira street, which forms part of the N2 in Umtata, and declared as a National road under declaration No. 976 of 2000, and Sutherland street, along Sutherland street generally eastward to where Sutherland street intersects with Spigg street to form a one-way to the east (ii) along Alexandra street from its intersection with Madeira street to its intersection with Spigg street, traversing along Spigg street up to its intersection with Sutherland street to form a one-way to the west (iii) from the said intersection generally eastward along Sutherland street, which becomes road R61, towards Port St Johns up to a point ± 8,4 km west of the Mzimvubu River at Ndwalane where it adjoins the surveyed route as depicted on plan P543/04.

**Description of road between Matutu River and Lusikisiki**

From the intersection with the surveyed route as depicted on plan No. P543/04 and Road R61, between Lusikisiki and Port St Johns, generally northward along the existing R61 up to Lusikisiki where it joins with the surveyed route between Lusikisiki and Miamvuna River, as depicted on plans P544/04 and P545/04

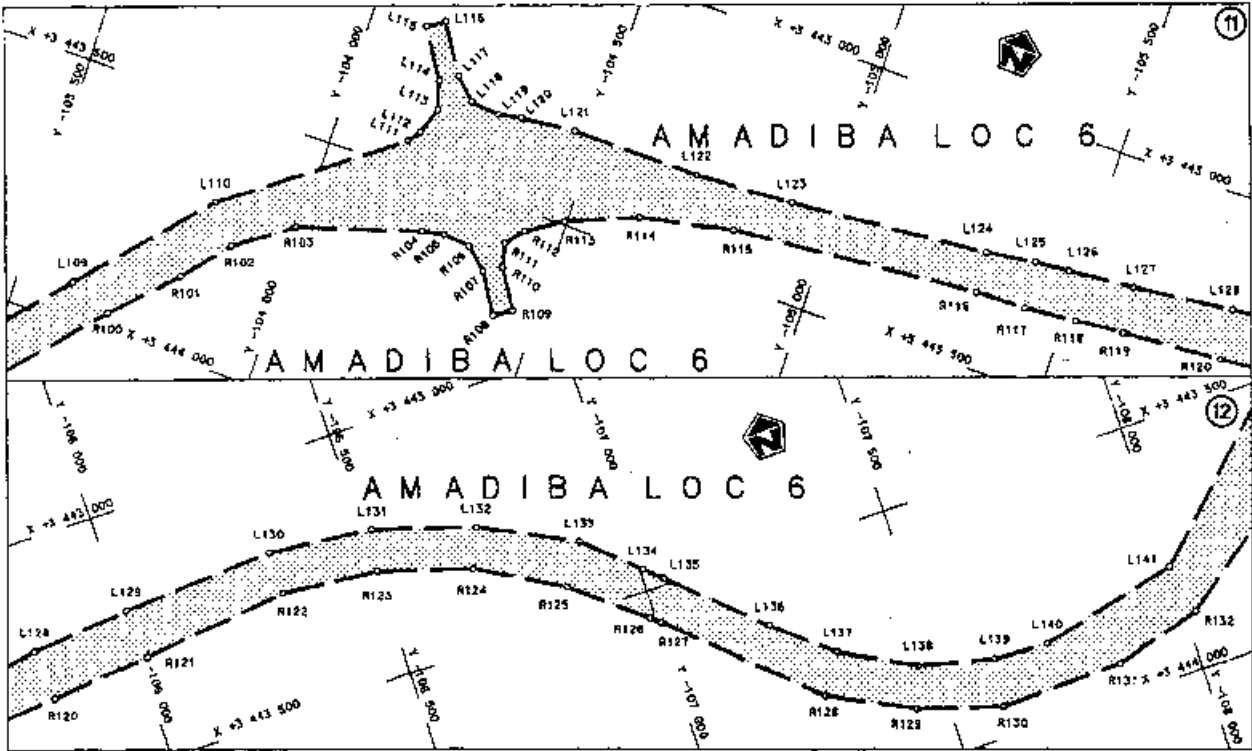



Suid-Afrikaanse Nasionale Paaie Agentskap South African National Roads Agency	Die figuur getoon The figure shown		streeks padreserwes voor van 'n gedeelte represents the road reserve of a portion van Nasionale Route N2 of National Route N2 Sekelste Section	21	Vol Sheet 5 van of 13 P 540/02
--	---------------------------------------	--	---	----	---

PROSEERBE KOORDINATE		ROAD RESERVE CO-ORDINATES	
INNERRANT/LEFT HAND SIDE		RECHTERRANT/RIGHT HAND SIDE	
Y	X	Y	X
	Lo 239		
		R128	-97 013,00 3 761 742,13
		R129	-97 089,60 3 761 756,96

Vol Sheet	13A	van of 10	P 370/88
--------------	-----	--------------	-------------

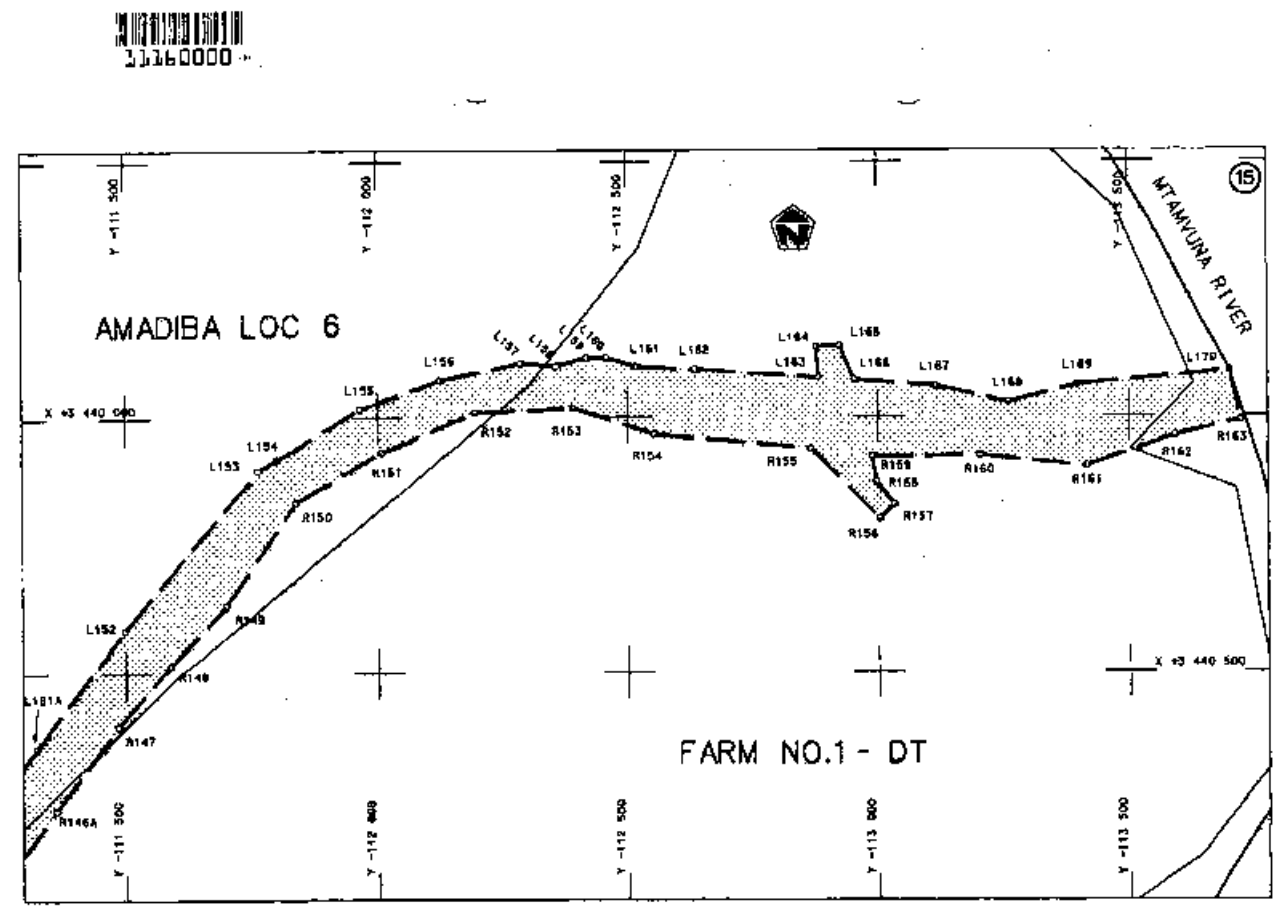



Suid-Afrikaanse Padagentskap Bpk. South African National Roads Agency Ltd.	Die figuur getoon The figure shown		ete die padreserwe voor van 'n gedeelte represents the road reserve of a portion van Nasionale Route N2 of National Route Section 21	Vol Sheet 7 of 13 P 545/04
---	---------------------------------------	---	---	--

D.O.9.A

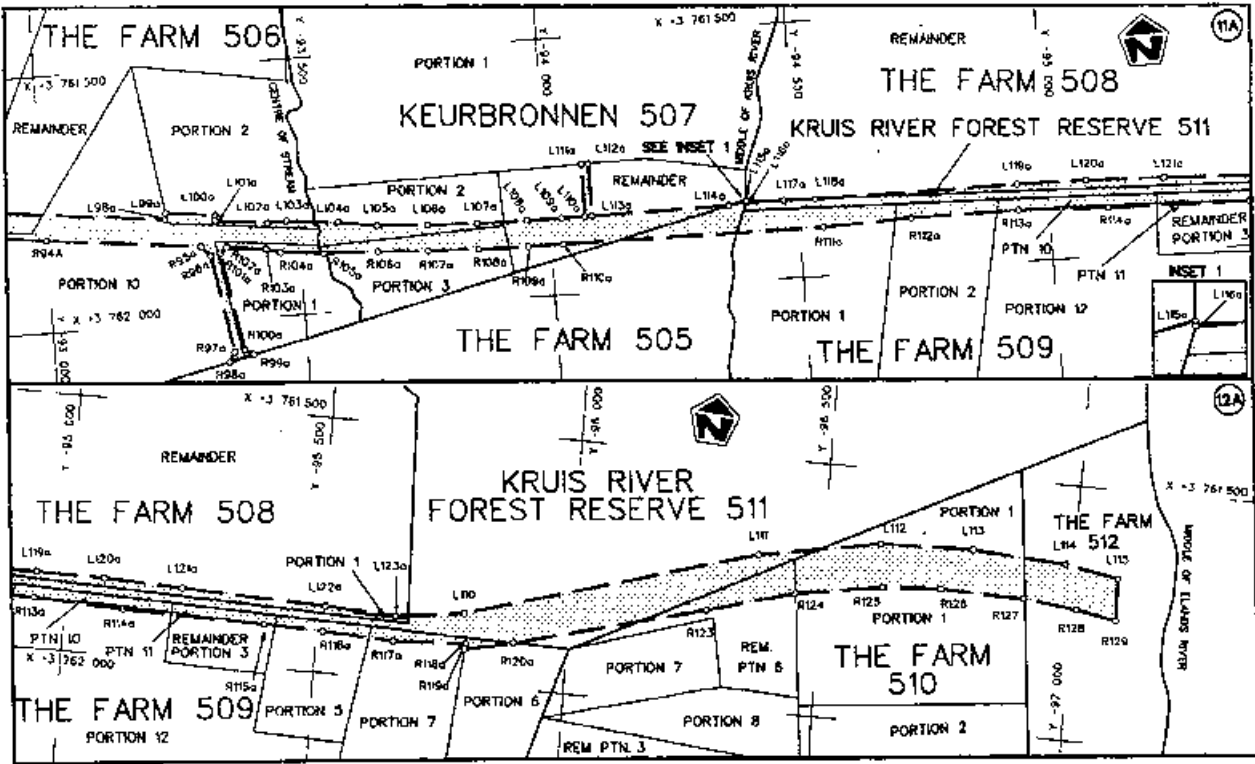
ROAD RESERVE CO-ORDINATES

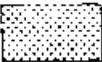
LINER/KANT/LEFT HAND SIDE	Y	X	Lo 23°	REGISTER/KANT/RIGHT HAND SIDE	Y	X
L28	-79 964.94	3 759 916.11	R29	-76 601.56	3 760 634.84	
L29	-80 030.39	3 759 878.51	R29	-76 701.44	3 760 627.84	
L30	-80 100.03	3 759 844.24	R30	-76 780.26	3 760 613.30	
L31	-80 203.47	3 759 810.09	R30A	-77 227.03	3 760 559.46	
L32	-80 285.61	3 759 796.43	R31	-77 356.10	3 760 543.91	
L33	-80 352.88	3 759 793.45	R32	-77 436.12	3 760 527.15	
L34	-80 430.39	3 759 798.18	R33	-77 495.29	3 760 523.33	
L35	-80 505.24	3 759 807.58	R34	-79 186.33	3 760 323.33	
L36	-81 090.09	3 759 915.03	R35	-79 261.06	3 760 313.38	
L37	-81 332.75	3 759 946.74	R36	-79 337.12	3 760 274.93	
L38	-81 800.70	3 759 946.74	R37	-79 423.23	3 760 249.93	
L39	-81 901.44	3 759 938.00	R38	-79 484.93	3 760 249.93	
L40	-82 000.31	3 759 959.19	R39	-79 551.82	3 760 214.80	
L41	-82 199.92	3 759 971.65	R40	-79 618.77	3 760 177.39	
L42	-82 300.66	3 759 962.90	R40A	-79 696.38	3 760 131.81	
L43	-82 399.84	3 759 979.11	R41	-79 990.26	3 759 959.22	
L44	-82 691.28	3 759 997.30	R42	-80 054.19	3 759 922.34	
L45	-82 701.22	3 759 966.36	R43	-80 119.69	3 759 890.20	
L46	-82 722.42	3 759 947.84	R44	-80 214.54	3 759 858.85	
L47	-82 788.59	3 759 951.97	R45	-80 290.10	3 759 846.22	
L48	-82 768.95	3 760 008.99	R46	-80 352.09	3 759 847.95	
L48A	-84 545.44	3 760 120.65	R47	-80 425.02	3 759 857.13	
L49	-84 962.81	3 760 209.47	R48	-80 488.53	3 759 924.94	
L50	-86 296.34	3 760 269.47	R49	-80 999.29	3 759 984.10	
L50A	-86 296.82	3 760 260.72	R50	-81 082.71	3 759 941.28	
L51	-86 336.35	3 760 266.75	R51	-81 197.58	3 759 955.71	
L51A	-86 389.45	3 760 273.37	R52	-81 397.59	3 759 975.52	
L52	-86 431.28	3 760 281.71	R53	-81 457.71	3 759 980.16	
L53	-86 519.13	3 760 295.65	R54	-81 516.32	3 759 988.10	
L54	-86 604.15	3 760 308.66	R55	-81 817.23	3 760 002.88	
L55	-86 604.15	3 760 308.66	R56	-81 896.14	3 760 022.83	
L56	-86 806.23	3 760 331.45	R57	-81 996.88	3 760 014.09	
L57	-86 981.77	3 760 350.17	R58	-82 097.00	3 760 015.32	
L57A	-87 160.57	3 760 371.26	R59	-82 196.84	3 760 021.55	
L58	-87 268.87	3 760 380.45	R60	-82 275.41	3 760 046.50	
L59	-87 363.32	3 760 392.78	R61	-82 396.42	3 760 034.01	
L60	-87 461.75	3 760 410.61	R61A	-85 218.93	3 760 210.11	
L61	-87 559.17	3 760 433.29	R62	-85 831.78	3 760 248.35	
L62	-87 653.36	3 760 460.74	R63	-85 920.72	3 760 254.79	
L63	-87 750.08	3 760 492.91	R64	-85 972.11	3 760 260.46	
L64	-87 817.04	3 760 514.13	R65	-86 286.30	3 760 304.80	
L65	-87 892.64	3 760 552.22	R65A	-86 360.83	3 760 316.59	
L66	-88 157.01	3 760 672.93	R66	-86 358.84	3 760 341.68	
L67	-88 222.76	3 760 697.46	R67	-86 378.60	3 760 344.82	
L68	-88 284.36	3 760 731.09	R68	-86 802.46	3 760 412.09	
L69	-88 382.26	3 760 776.25	R69	-87 421.31	3 760 533.90	
L70	-88 479.36	3 760 820.13	R70	-87 611.15	3 760 533.90	
L71	-88 611.47	3 760 899.05	R71A	-87 811.47	3 760 604.84	
L72	-88 658.56	3 760 899.05	R72	-88 875.86	3 761 086.47	
L73	-88 703.42	3 760 918.32	R73	-89 452.25	3 761 356.51	
L74	-88 940.02	3 761 015.29	R73A	-89 834.00	3 761 484.50	
L75	-89 037.47	3 761 050.61				
L76	-89 084.53	3 761 067.56				
L77	-89 130.86	3 761 086.37				
L78	-89 130.86	3 761 086.37				
L79	-89 336.23	3 761 165.01				



Suid-Afrikaanse Padogenetiek Bpk. South African National Roads Agency Ltd.	Die figuur getoon The figure shown		se dié padreserwe voor van 'n gedeelte represents the road reserve of a portion van Nasionale Roete of National Route	N2 Sekste Section	21	Val Sheet 8 van of 13
						P 545/04

D.O.9.A



Suid-Afrikaanse Posaadentekop Bpk. South African National Road Agency Ltd.	Die figuur getoon The figure shows		stelsel padreserwe voor van in gedeelte represents the road reserve of a portion van Nasionale Roete of National Route	N2	Seksie Section	9	Vol Sheet	6A	van of	10
							P	370/88		

D.O.D.A.



LINKERKANT/LEFT HAND SIDE	PADSEKERN KOOORDINATE		WIG 29°		ROEGTERKANT/RIGHT HAND SIDE		ROAD RESERVE CO-ORDINATES	
	Y	X	Y	X	Y	X	Y	X
L108	-103 448,06	3 444,098,46			R102	-103 882,60	3 443 754,85	
L107	-103 322,35	3 444 207,91			R101	-103 693,59	3 443 843,82	
L106	-103 190,63	3 444 377,61			R100	-103 527,97	3 444 346,72	
L105	-102 918,07	3 444 554,65			R99	-103 423,67	3 444 256,72	
L104	-102 799,20	3 444 822,20			R98	-103 273,92	3 444 346,72	
L103	-102 641,37	3 445 156,79			R97	-103 114,91	3 444 688,16	
L102	-102 602,06	3 445 205,74			R96	-102 975,31	3 444 068,00	
L101	-102 609,67	3 445 249,81			R95	-102 870,53	3 444 068,00	
L100	-102 585,60	3 445 330,82			R94	-102 775,31	3 444 068,00	
L99	-102 531,72	3 445 452,07			R93	-102 667,40	3 444 296,92	
L98	-102 444,95	3 445 550,82			R92	-102 557,97	3 444 545,53	
L97	-102 349,25	3 445 666,14			R91	-102 441,22	3 445 827,23	
L96	-102 252,48	3 445 728,42			R90	-102 289,93	3 445 758,43	
L95	-102 202,17	3 445 829,39			R89	-102 241,22	3 445 930,22	
L94	-101 647,00	3 445 829,39			R88	-102 241,22	3 445 930,22	
L93	-101 647,00	3 445 993,69			R87	-102 062,85	3 445 930,22	
L92	-101 430,15	3 446 110,17			R86	-101 989,73	3 445 930,22	
L91	-101 146,92	3 446 770,08			R85	-101 871,23	3 445 991,48	
L90	-101 162,87	3 446 521,63			R84	-101 871,23	3 445 991,48	
L89	-101 157,27	3 446 094,56			R83	-101 476,86	3 446 217,05	
L88	-101 178,11	3 446 971,97			R82	-101 309,10	3 446 399,68	
L87	-101 113,08	3 447 271,59			R81	-101 246,01	3 446 577,08	
L86	-101 048,43	3 447 393,30			R80	-101 246,01	3 446 577,08	
L85	-101 007,82	3 447 483,03			R79	-101 280,75	3 446 963,91	
L84	-100 916,09	3 447 600,63			R78	-101 254,33	3 446 963,91	
L83	-100 716,16	3 447 808,94			R77	-101 153,06	3 447 272,82	
L82	-100 628,77	3 447 998,95			R76	-101 070,90	3 447 629,83	
L81	-100 579,76	3 448 178,83			R75	-100 979,17	3 447 629,83	
L80	-100 530,19	3 448 360,77			R74	-100 882,64	3 448 131,25	
L79	-100 502,87	3 448 545,87			R73	-100 682,64	3 448 131,25	
L78	-100 369,38	3 448 717,32			R72	-100 581,89	3 448 478,41	
L77	-100 309,71	3 448 890,88			R71	-100 500,12	3 448 501,02	
L76	-100 309,71	3 449 070,77			R70	-100 457,38	3 448 746,18	
L75	-99 960,15	3 449 232,64			R69	-100 407,59	3 449 066,88	
L74	-99 780,88	3 449 447,80			R68	-100 335,65	3 449 199,16	
L73	-99 672,46	3 449 590,31			R67	-99 922,82	3 449 292,93	
L72	-99 426,14	3 449 736,66			R66	-99 714,35	3 449 407,59	
L71	-99 595,33	3 449 885,23			R65	-99 583,34	3 449 786,55	
L70	-99 595,33	3 449 885,23			R64	-98 790,43	3 449 786,55	
L69	-99 264,65	3 449 885,23			R63	-98 585,79	3 450 293,17	
L68	-99 176,66	3 449 885,23			R62	-98 393,65	3 450 382,38	
L67	-99 096,12	3 450 002,92			R61	-98 225,47	3 450 437,93	
L66	-98 890,37	3 450 134,37			R60	-98 167,14	3 450 471,64	
L65	-98 890,37	3 450 291,67			R59	-97 141,59	3 450 465,82	
L64	-98 590,66	3 450 363,81			R58	-97 036,33	3 450 465,82	
L63	-98 341,13	3 450 374,50			R57	-96 952,39	3 450 472,29	
L62	-98 301,91	3 450 374,50			R56	-96 865,40	3 450 486,24	
L61	-98 244,35	3 450 389,95			R55	-96 555,99	3 450 505,62	
L60	-98 102,38	3 450 389,95			R54	-96 319,68	3 450 549,27	
L59	-97 869,22	3 450 389,95			R53	-96 319,68	3 450 549,27	
L58	-97 769,24	3 450 386,30			R52	-96 159,50	3 450 558,54	
L57	-97 669,22	3 450 386,30			R51	-96 159,50	3 450 558,54	
L56	-97 669,22	3 450 386,30			R50	-96 159,50	3 450 558,54	
L55	-96 947,25	3 450 384,72			R49	-96 159,50	3 450 558,54	
L54	-96 947,25	3 450 384,72			R48	-96 159,50	3 450 558,54	

Vol Sheet	van of	P
11	3	545/04

# DIE SUID AFRIKAANSE NASIONALE PAD AGENTSCHAP BEPERK

Registrasie No.: 98/09564/06

## WYSIGING VAN VERKLARING VAN N2 SEKSIJE 9 TUSSEN TSHSUKAMA EN ELANDSRIVIER

### WYSIGING VAN VERKLARING NO. 936 VAN 1989, 'N GEDEELTE VAN NASIONALE ROETE 2, SEKSIJE 9, TUSSEN DIE ELANDSRIVIER EN DIE ELANDSRIVIER, OOS KAAP PROVINSIE

Kragtens die bevoegdheid my verleen by artikel 4(1) (b) van die Nasionale Paais Agentskap Beperk en Nasionale Paais Wet, 1988 (Wet No. 7 van 1988) wysig ek hierby verklaring No. 936 van 1989 deur daarin velle 4, 5 en 8 van plan P370788 te vervang deur bygaande velle 4A, 5A en 6A en velle 8, 9, 10 en 11 deur 8A, 9A en 10A, respektiewelik.

*G. Rouby*

PADRESERVE KOÖRDINATE		ROAD RESERVE CO-ORDINATES	
LINKERKANT/LEFT HAND SIDE	RECHTERKANT/RIGHT HAND SIDE	LINKERKANT/LEFT HAND SIDE	RECHTERKANT/RIGHT HAND SIDE
Y	X	Y	X
Wg 29°			
L163 -112 881.00	3 439 922.00	R154 -112 553.00	3 440 033.00
L164 -112 877.00	3 439 862.00	R155 -112 856.00	3 440 061.00
L165 -112 923.50	3 439 861.00	R156 -113 603.50	3 440 200.00
L166 -112 953.50	3 439 927.00	R157 -113 032.50	3 440 172.00
L167 -113 114.00	3 439 939.00	R158 -112 997.00	3 440 126.50
L168 -113 260.00	3 439 972.00	R159 -112 989.00	3 440 078.00
L169 -113 398.00	3 439 938.00	R160 -113 203.00	3 440 076.00
L170 -113 699.00	3 439 910.00	R161 -113 416.00	3 440 098.00
		R162 -113 591.00	3 440 037.00
		R163 -113 721.00	3 440 008.00



Vel van p 545/04  
Sheet 13 of 13

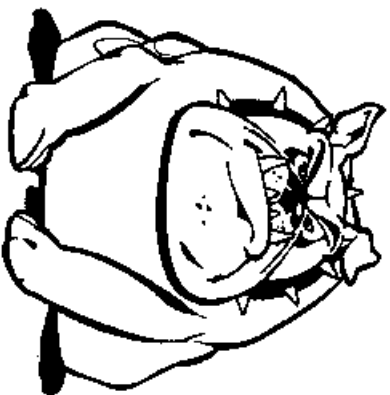


## BYLAAG

1. **Beskrywing van bestaande verklaarde Provinsiale Paale P94-1, P94-2 en Distrikke Pad 679 tussen Polokwane en Masekwaspoort.**

Die gedeeltes van Provinsiale Paale P94-1, P94-2 (ook bekend as Roete R521) en die gedeelte van Distrikke Pad 679 soos verklaar deur Administrateurs Kennisgewing No's 193/1940, 143/1942, 236/1949, 34/1952, 343/1952, 204/1959, 259/1963, 730/1963, 330/1964, 540/1968, 860/1969, 826/1981, 184/1978, 260/1960, 209/1964, 188/1947 en 955/1967 asook alle ander Administrateurs Kennisgewings wet betrekking op hierdie gedeeltes paale mag hê, wat begin by die Interseksie met die Potokwane Westelike Verbypad op die plaas Doornkraal 690-LS en verdaar strek in 'n algemene noordelike rigting op die bestaande Provinsiale Paale P94-1 en P94-2 tot die Interseksie met Distrikke Pad 679 (ook bekend as Roete R523) op die plaas Kalkheuvel 454-M(S), waarvan dit strek in 'n algemeen oostelike rigting op die bestaande Distrikke Pad 679 tot by die Interseksie met Nasionale Pad N1 seksie 29X soos verklaar deur Nasionale Pad Verklaring No. 1322 van 1989 by Masekwaspoort op die plaas Fenton 733-MS, waar dit eindig.

Dog ate your Gazette?  
... read it online



**www.SAGazettes.co.za**

A new information Portal keeping you up to date with news, legislation, the Parliamentary programme and which is the largest pool of SA Gazette information available on the Web.

- Easily accessible through the www!
- Government Gazettes - from January 1994
- Compilations of all indexes pertaining to the past week's Government Gazettes
- All Provincial Gazettes - from September 1995
  - Parliamentary Bills - as of January 1999
- Available in full-text, with keyword searching
- Sabinet Online scans, formats, edits and organize information for you. Diagrams and forms included as images.
- No stacks of printed gazettes - all on computer. Think of the storage space you save.
- Offers Bill Tracker - complementing the SA Gazettes products.

For easy electronic access to full-text gazette info, subscribe to the SA Gazettes from Sabinet Online. Please visit us at [www.sagazettes.co.za](http://www.sagazettes.co.za)

**Sabinet**  
Online

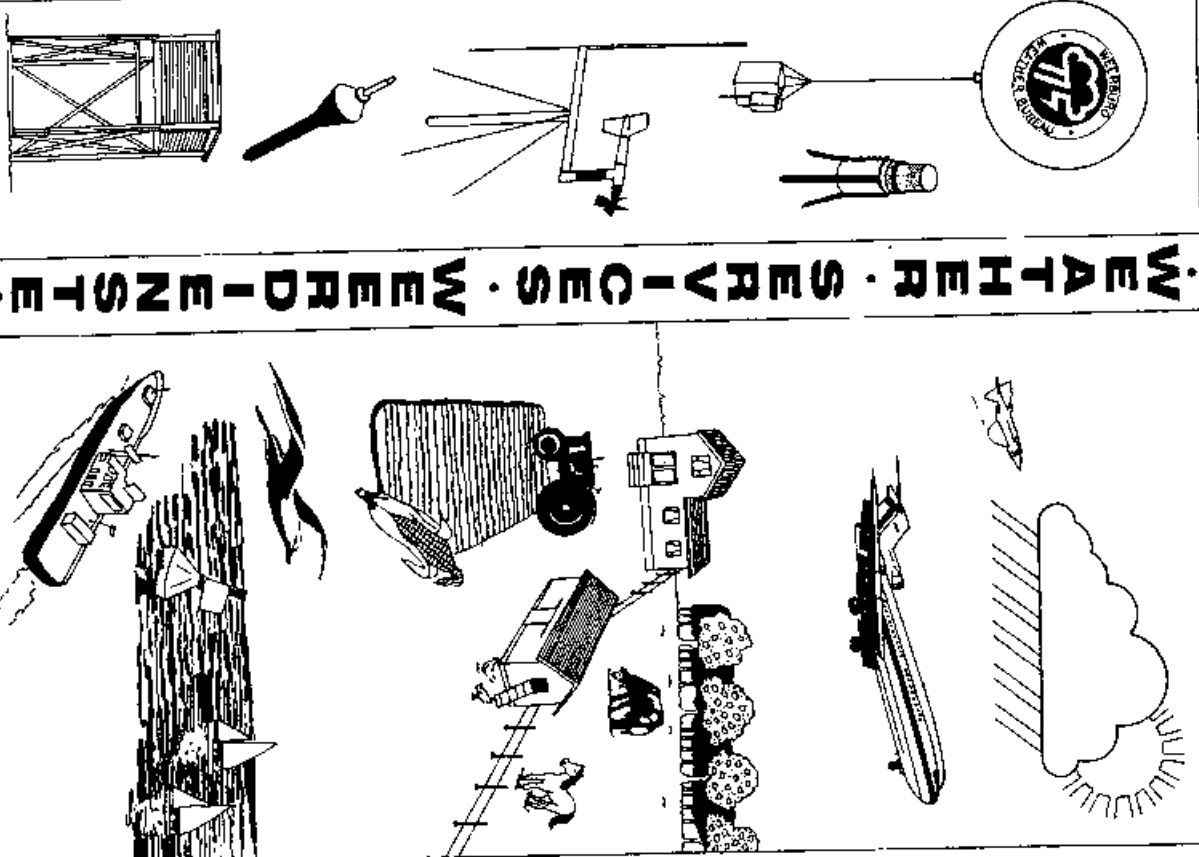


Annexure

1) Description of existing declared Provincial Roads P94-1, P94-2 and District Road 679 between Polokwane and Masekwaspoort

The sections of Provincial Roads P94-1 and P94-2 (also known as Route RS21) and the section of District Road 679 as declared by Administrative Notice No's 193/1940, 143/1942, 236/1949, 341/1952, 343/1952, 204/1959, 258/1963, 730/1963, 330/1964, 540/1968, 860/1969, 826/1981, 184/1976, 280/1990, 209/1994, 186/1947 and 955/1967 and all other Administrative Notices which are relevant to these sections of roads, commencing from the intersection with the Polokwane Western Bypass on the farm Doornkraal 880-LS there from on traversing in a general northerly direction on the existing Provincial Road P94-1 and P94-2 to the intersection with District Road 679 (also known as Route RS23 on the farm Kalkheuvel 454-MS), thence traversing in a general easterly direction on the existing District Road 679 to the intersection with National Road N1 section 29X as declared by National Road Declaration No: 1322 of 1989 at Masekwaspoort on the farm Fenkon 733-MS, where it terminates.

SA WEATHER BUREAU SA WEERBUREAU



WEATHER SERVICES • WEERDIENSTE

DEPT. OF ENVIRONMENTAL AFFAIRS AND TOURISM • DEPT. VAN OMGEWINGSKARTE EN TOERISME

15160000

**CONTENTS**

**INHOUD**

**GOVERNMENT NOTICES**

**GOEWERMENTSKENNINGSOMINGS**

No.	Page No.	Gazette No.	No.	Page No.	Gazette No.
<b>Transport, Department of</b>					
<b>Government Notices</b>					
582			582		
South African National Roads Agency Limited and National Roads Act (77/1996): South African National Roads Agency Limited: Declaration of existing Provincial Roads, P94-1, P94-2 and District Road 679, as National Roads P94-1 and P94-2; District of Polokwane, Seshego and Sekakebong ..... 4					
583	40	26330	583	40	26330
21 Umata to Malmvua River: Declaration of (i) existing roads (ii) surveyed routes as national road ..... 15					
<b>Vervoer, Departement van</b>					
<b>Goewermentskennisomings</b>					
582			582		
Suid-Afrikaanse Nasionale Padkwymskulp Beperk en Nasionale Padkwymskulp Beperk: Suid-Afrikaanse Nasionale Padkwymskulp Beperk: Verklaaring van bestaande Provinsiale Paaie 794-1, P94-2 en Distrikpad 679 as Nasionale Paaie P94-1 en P94-2; Distrikke van Polokwane, Seshego en Souperberg; 4					
583	40	26330	583	40	26330
21 Umata, na Malmvuarivier: Verklaaring van (i) bestaande paaie (ii) opgemete roetes as nasionale pad ..... 17					

16160000  
16160000

