

reached with Dr Koorhof in 1978.

However, Mr Timo Bousidenhoud, chief commissioner of the Department of Co-operation and Development in the Western Cape, last night strongly denied that the "Koorhof deal" was breaking down. "The community leaders have not approached me with these complaints and I am surprised that such facts are now being expressed."

"We will continue to implement the Crossroads agreement in consultation with Crossroads leaders," Mr Bousidenhoud said.

Grievances

The grievances of Crossroads residents centre on:

• Problems many face to get the necessary permit to be by Crossroads. Without these permits they cannot get at shops in New Crossroads and face the constant danger of arrest under the pass laws.

• The uncertain position of contract workers who say they were told not to apply for permits and now find they are unable to move to New Crossroads — in spite of Dr Koorhof's pledge that they would be included in the deal.

• The fact that people are being issued with temporary permits although they believe they are entitled to blanket permission to remain.

• The inadequacy of a survey conducted to establish which Crossroads residents could take advantage of Dr Koorhof's deal. Community leaders say many people who were in the area before the December 31, 1978, deadline were omitted from the survey.

• Anger at the deportation of several Crossroads residents back to the Transkei during recent pass raids in the Peninsula.

• Extreme dissatisfaction over high water accounts received by many New Crossroads residents. Community leaders have objected to the water fees, as no other townships are subject to such fees and the matter was not discussed with community leaders, although they were assured of consultation on all important issues.

Suspicion

There is also a deep-rooted suspicion within the community that the Administration Board wishes to bypass the elected leaders, under Crossroads "mayor" Mr Johannes Nqobongwana, and set up other leadership groups.

Mr Bousidenhoud rejected these allegations, saying there was "no truth" in them.

Several speakers at the Crossroads meeting said they believed Administration Board officials rejected the "Koorhof deal" and were not prepared to abide by its letter or spirit. They called on Dr Koorhof to take steps to ensure that the agreement was carried out.

Community leaders have also decided to request a meeting with Dr Koorhof if matters do not improve.

Residents hope that progress can begin today towards solving the permit problem, as they have been promised that an administrative committee will be reconvened to consider cases of people who believe they have a right to a permit.

INFORMATION

Transport

TRANSVAAL

Kagiso: It was reported (Sowetan, 30.07.81) that the Kagiso Residents' Organisation (KRO) had organised a meeting to protest against rent and bus fare increases. The residents had gathered around the local Lutheran church. They were refused entry into the church by the parish.

Police intervened to break up the meeting and a 'punch-up' broke out between the security police and people at the meeting (Sowetan, 31.07.81). The police attempted to make arrests. They were, however, fought off and eventually driven away by the crowd, amid chants and freedom songs.

At a subsequent meeting residents decided that they would boycott the Greyhound Bus Lines. The local community councillors were accused of being government stooges and the community council was asked to resign.

In addition, the R20-million hostel project in the area was slammed with people saying that 'We need houses, not hostels' (Sowetan, 31.07.81).

A few days later it was reported that KRO leaders had been arrested by Krugersdorp police after they attempted to march to the WRAB (West Rand Administration Board) offices in protest against increased rent and bus fares (Star, 03.08.81). The march came after 6 000 people had gathered in protest. Ten 'youths' were arrested after the stoning of Greyhound buses (RDM, 04.08.81). It was reported that a student in the area stated that there was mass confusion in the higher primary schools as pupils had

been told to go home as there was no school (Star, 04.08.81).

Chairperson of the community council, J Mango, said that classes had not been disrupted. Furthermore, he condemned the unrest and stated that if people hoped to solve matters through violence they should accept the consequences.

The RDM (05.08.81) reported that eight men and two women appeared before W Aucamp in the Krugersdorp Regional Court, charged with stoning buses in the Kagiso township. They pleaded not guilty to a charge of 'public violence, alternatively hindering workers from boarding buses and malicious damage to property'. Bail was granted and the hearing was postponed to 19 August, after the court had been told that the accused would be defended by Johannesburg attorneys.

Meanwhile, the day before the court appearance, police fired rubber bullets to disperse a group of 'youths' (Star, 05.08.81). They arrested four people who were released later. A teacher at Bosele Higher Primary School said that the day before (4 August) a group of young people from 'The People's Eye' entered the school and dismissed pupils saying that 'there was no time to sit at the desk while their brothers were fighting for their rights' (Star, 05.08.81).

The RDM (06.08.81) reported that the township was 'back to normal' as 'workers boarded buses to go to work and pupils returning to school without any incidents of violence reported'. There have been no further reports.

Putco - West Rand: J.L. Coetzee, financial executive of Putco, announced an increase application to come into effect in October (Star, 04.08.81). The company is seeking an increase in revenue of 35% which will be made

up by government subsidy and fare increases. This increase was sought, according to Coetzee, to meet increases in running costs. This application comes a month after Putco increased its fares by 7,5% (see WIP 19).

Katlehong councillor, Morogosi, described the proposed increases as shocking and stated that it would worsen the critical conditions in the townships that existed as a result of increases in the cost of living (ADM, 05.08.81). The Sowetan (05.08.81) reported that Dr Joe Joshua, chairperson of the National Association for the Advancement of Coloured People (NAACP) stated that his organisation would plan a national boycott of Putco buses if fares were increased: 'We have resolved to issue a nation-wide directive to boycott the Putco transport service if ... fares are increased. We feel that black commuters ... are already undergoing tremendous economic hardships' (Sowetan, 05.08.81). Bishop Tutu described the fare increases as 'sheer highway robbery'.

Hendrik Schoeman, Minister of Transport, said that the application by Putco for a 35% increase would be referred to the Commission into Bus Passenger Transportation (see 'general' section, below). Responding to the PFP spokesperson on transport matters who asked the government to avoid passing on increases to passengers, Hendrik Schoeman said that the matter would be handled by the Commission, but did not give any assurances that the increases would not be passed on to commuters.

Meanwhile, the Sunday Express (13.09.81) reported that Putco made a record profit of R4,8-million last year. Contradictory explanations of these profits came from Putco executives, with one stating that the profits came from a special fuel cost bridging subsidy, and the other stating that the profits came from increased

business (the fuel subsidy came to about R10-million).

Putco's financial controller, Button, was asked why seven months had lapsed between the granting of the last fare increase and its implementation. He replied that the timing of fare increases was a politically sensitive issue. He added that after the National Transport Commission had approved and granted increases, the timing of implementation was investigated by the Lötter Commission. This Commission consults the security police, the police, the Department of Co-operation and Development, and community councils, to test public opinion and determine whether there are likely to be boycotts or other protests against fare increases.

Pretoria Area: Residents of the Mabopane township complained to Putco about the poor bus service, accusing Putco of 'gross neglect'. The complaints included chaos at the Shoshanguve transfer station; half-hour delays; over-crowding. The Putco public relations officer stated that things were expected to go smoothly at the transfer station since the company has employed queue marshalls to 'protect passengers' (Star, 02.09.81).

J Gomba, director of the Black Unity Express Bus Service (BUEBS) (see WIP 19) was refused a road carrier permit to carry passengers between Saulsville, Giyani and Lebowa. Putco opposed the application stating that the service it operated in conjunction with the SAR and taxis catered adequately. In a strongly worded memorandum to the Minister of Transport Gomba stated that he had been pushed out of business and that black-owned businesses are being replaced by white run companies. He added that the prices of transport offered by those companies are very high and submitted that the transportation of black people be handed over to the

'department of black affairs' (Sowetan, 11.09.81).

CAPE

In the Cape the struggle to keep bus fares down continues. In WIP 19 it was reported that 21 community organisations lodged their objections to the application for increased fares by City Tramways to the Road Transportation Board. The Cape Herald (22.08.81) reported that representatives of about 30 community organisations, churches and trade unions are opposing the application in 'round two of their fight' against increases.

Over 100 representatives filled the Board's room in the Foreshore offices, while many people had to stand outside. City Tramways legal representative, G Selikowitz, stated that the increases were necessary because of higher costs and higher wages for City Tramways employees. In addition City Tramways want a penalty for over-riding and a system 'whereby drivers would not have to provide change late at night'.

Between them City Tramways and Associated Bus Holdings (who had also applied for an increase (ADM, 26.06.81; WIP 19)) control the buses running to and from Mitchell's Plain and Atlantis. The Atlantis Civic Association (ACA) has called on the government to subsidise bus fares. The chairperson of the ACA said that increased fares would hit Atlantis residents hard since they were completely dependant on bus transport - there is no train service in the area. 'Without the buses we are as good as cut off from the outside world', he said. At a protest meeting held the week before a resident called on the government to pay the residents' bus fares since it forced people to live there. Jeff Leonard, a former chairperson of the ACA stated that with Cape Town being

50km away a bus boycott by Atlantis residents would be extremely difficult.

The Road Transportation Board hearing continues.

The Cape Herald (29.08.81) reported that the Western Cape bus companies and the objectors would have to wait a few weeks before the National Transport Commission makes a decision on whether to grant the increases. Bus company representative, Selwyn Selikowitz, stated that the Mitchell Plain Bus Service Ltd had lost money since a railway service started in the area. Replying, Geoff Budlender, appearing for 22 organisations, stated that the companies could put in a claim to the government. He added that the holding company, Associated Bus Holdings, did not show a loss.

P le Roux, director of the Institute for Social Development at the University of the Western Cape, said that 30% of people in Atlantis live below the breadline and that bus fares should not be increased because of the human aspect and political resentment that would be caused. A petition signed by 2 500 residents of Mitchells Plain objecting to the proposed fare increases was handed in. More than 23 000 people have signed petitions objecting to the fare increases.

Meanwhile, Boland Passenger Transport, the bus company serving the Strand, Somerset West, Stellenbosch, Pearl and Malmesbury applied for an average three cents increase on all fares. A spokesperson said that the company had applied for the Department of Transport to subsidise the proposed increases.

NATAL

Post (24-7.06.81) reported that the Phoenix Working Committee (PWC) sent letters of complaint from Phoenix residents to the Local Transport-

ation Board and to the Bus Owners Association. This step was taken after owners who had been invited to a meeting to discuss problems related to transport did not turn up. The chairperson of the PWC, JM Singh, said that 'the indifferent attitude of the bus owners to the meeting was a "declaration of war"'.

According to JM Singh some of the problems were dagga smoking on buses; the bus drivers rarely keep on time; and that owners are not making use of all their certificates (?). He added that there were outside bus owners who could provide better services and the PWC is fighting to get the present owners removed. One of the directors of Springfield Omnibus Service, G Raghur, said that he had not received an invitation to the meeting. There have been no further reports available to us.

Meanwhile, the RDM (13.07.81) reported that Putco would raise its Natal bus fares by 7,5% in August as a result of the 1979 fuel increases. Putco managing director, C Bailey, stated that further increases could be expected later in the year to accommodate the fuel hike of July this year!

It was reported (Leader, 07.08.81) that a R20 000 libel suit was to come before the Durban Supreme Court. SV Naicker, a member of the SAIC, is suing three officials of the Lot 14 Bus Passengers Interim Committee, arising out of a pamphlet which called on passengers to boycott the bus service. It is alleged that the pamphlet was defamatory. The people being sued are Amar Sewpersad, Danny Naidoo and Dan Mundra. We have no further reports on this matter.

GENERAL

The National Institute for Transport and Road Research (NITR) which is part of the Council for Industrial and Scientific Research (CSIR), drew

up a report recommending to the government that 'a strictly commercial' corporation be allowed to run the bus services in Johannesburg and surrounding areas. Ian Horton, an international public transport expert with the NITR, who drew up the report, is quoted as saying (Star, 28.08.81) that a public transport corporation run by a board of directors 'who are required to break even annually is the only sensible answer to the current problems in the metropolitan areas'.

The report suggested that private companies, such as Putco, would be contracted by the corporation who would be able to check their finances and set standards. The report further suggests that such moves could mean a new deal for all passengers, black and white, which would include faster travelling times, upgraded waiting facilities, and new forms of transport and interchanges.

This corporation is called the 'Passenger Transport Corporation' (PTC) by Ian Horton. Such a PTC would have powers to plan a 'co-ordinated multi-modal transport system'. The board of directors would be responsible for policy while the PTC would be subject to the control of the Road Transportation Boards, and the state National Transport Commission would be the overall watchdog (Star, 31.08.81).

Two new Commissions of Inquiry were announced in the Government Gazette (reported on in the RDM, 11.09.81), one into bus transport and the other into tourism.

Dr Peter Welgemoed (MP) has been named as the chairperson of the transport inquiry, which will look into tariffs, subsidies, subsidisation of commuters, energy supply, urban planning, and facilities for buses and their passengers, the necessity for security in the bus transport industry, the need for a co-ordinating body for

metropolitan transport areas, and the desirability of establishing a national bus transportation corporation.

RAILWAYS

The Minister of Transport announced in his railway budget that return tickets, which represented a discount of up to 60% on single fares, were to be abolished on commuter trains from 1 October. In addition the weekly and monthly season tickets will be increased by an average of 10%, affecting the majority of commuters. The discounted return tickets, however, affects casual workers, shoppers and students.

A railway spokesperson stated that one of the reasons for abolishing the discounted return was to clamp down on fare evasion. The chairperson of the Commuters Watchdog Association said, however, that tickets were examined at departure and often on the trains, and it was a result of inefficiency on the part of the railways if the staff could not catch fare dodgers. He added that fare increases would discourage pupils from using public transport.

Ntatho Motlana of the Committee of Ten, described the fare increases as 'monstrous'.

This increase comes six months after an increase of on average 12,8%, and parliamentary reports indicate that further increases are likely next year.

These fare increases come in the context of inadequate railway facilities for Soweto commuters. While the Director of Passenger Services and his assistant claimed that the 420 trains provided for the 235 000 daily commuters, coped with needs, this was strongly denied by the commuters interviewed by the Sowetan (07.09.81).

NOTE:

We would like contributions on the issue of transport in South Africa.

Courts

TERRORISM ACT TRIALS

On June 11, 1980, workers in the Cape Peninsula began boycotting the bus service run by City Tramways. Fares had been increased by between 30% and 100%, following an application by City Tramways to the National Transport Commission. By mid-July, it was reported that City Tramways had spent R25 000 on propaganda, in an attempt to break the boycott. However, the Sunday Times reported that the boycott was still 100% effective in Crossroads, Guguletu and Nyanga, while 50% of people were still boycotting buses in other areas (ST, 13.07.80).

A secret Cabinet committee, consisting of representatives from the security police, army, and Departments of Co-operation and Development, Indian Affairs and Coloured Affairs, was set up to break the boycott. It issued various anonymous pamphlets, including one falsely claiming to speak for taxi drivers, calling for an end to the boycott.

However, by mid-August the boycott was still in force, and it was at this stage that an arm of the state intervened in a more direct manner in support of City Tramways.

During the boycott of buses, many township residents used taxis to travel to and from work. Large numbers of these taxis were not legally registered with the Road Transportation Board, and are thus referred to as 'pirate' taxis. Late in July, police baton-charged workers

boarding pirate taxis, and strong police action was taken to force these taxis off the road in an attempt to break the boycott. Reports mentioned the arrest of taxi drivers, and even confiscation of cars and lorries.

Then, on August 11, police once more acted against the pirate taxis and their passengers - and this time large-scale violence resulted. According to the chairperson of the Western Cape region of the South African Institute of Race Relations, Daphne Wilson, the violence followed a confrontation between police and commuters waiting for pirate taxis at a bus stop where empty buses were standing. Riot police attempted to force waiting commuters to board these buses. 'The people refused to get into the buses - they walked instead', said Mrs Wilson. She claimed that the ensuing violence was a direct result of the clampdown on pirate taxis, involving strong-arm action and wholesale arrests. At one stage, police and armed officials of the Road Transportation Board stood at pirate taxi tanks and prevented people from entering the taxis.

In the violence and community anger that followed, vehicles were stoned and set alight in Klipfontein Road, near the Crossroads squatter camp, and at least 5 people died. 2 of them, George Beston and Frederick Jensen, were stoned and severely burnt by petrol bombs thrown at their cars when they drove past Crossroads. All 3 schools in the area were closed, and a crowd set fire to a post office maintenance vehicle at the Nyanga bus terminus.

Chairperson of the Nyanga Residents' Association, Oscar Mpetha, issued the following statement on the conflict:

We are told the police are here to protect the people from intimidators, but it is the police who are the intimidators. When we saw the riot police arrive this morning we