

PUBLIC SECTOR - Transport -

General

1-1-81-

31-7-81

# 'Blacks <sup>LDY</sup> were <sup>6/1/81</sup> crammed in train'

Staff Reporter <sup>269</sup>

A VOSLOORUS man claims that he and other black second class passengers travelling from Bethlehem had to stand for three hours during their journey to Johannesburg on Saturday.

"I and another 17 black second class passengers were crammed into one second class coach which was already packed. We stood all the way to Johannesburg," Mr Gabriel Tsofo said yesterday.

He said two second class coaches were reserved for whites and there was only one coach for black passengers.

"A South African Railways' official promised to find us another coach when we boarded the train in Bethlehem. We waited for three hours but nothing happened."

The Public Relations Officer for the SAR, Mr E du Plessis, said the matter would be investigated.

# Increased railway tariffs seem certain

RDM 9/1/81

269

By GERALD REILLY  
Pretoria Bureau

HIGHER railway tariffs are expected to be announced in the railway budget early in March — intensifying already serious inflationary pressures.

A combination of wage and salary increases for the 280 000 railway workers, an expected drop in high rated import traffic and in exports make it virtually impossible to maintain tariffs at current levels.

That is the view of the chairman of the Federal Consultative Council of Railway Staff Associations, Mr Jimmy Zurich, who said yesterday the administration would have to find an additional R200-million to meet the higher salary and wage bill for 1981-82 financial year.

He said the seven railway

unions expected increases to match the inflation rate, at present running at nearly 15%.

According to railway headquarters the administration had an operating surplus of R103,8-million for the April-October period. The surplus budgeted for was R26,7-million.

The increase in high rated traffic associated with the boom conditions was a major contributor to the seven months surplus.

However, the general manager of the railways, Mr Kobus Loubser, said earlier this week the growth of the first seven months would not continue. Railway revenue in November was R4,3-million below the budget estimate.

Economists agreed yesterday that railway income from exports during the new financial

year could also be expected to slow down because of a reduced demand for raw materials in recession-hit Europe.

Another point made by Dr Loubser was the constant increase in the administration costs. These were more than R10-million in excess of the budget estimate during November.

He expects a cost inflation of 13,6% in the new financial year.

Against this background it appears unlikely that across the board increases in tariffs can be avoided, economists said.

However, because railway tariffs affected virtually every product manufactured and sold in South Africa, the increase should be kept at an absolute minimum, they said.

# Cabin crews on SAA 'operate like zombies'

RDM  
0/1/81  
269

By SUE ROBERTSON

SOUTH African Airways would either have to cut down on the number of flights or reduce services on flights because of the staff shortage, a senior air hostess said yesterday.

She said cabin crews were "operating like zombies" because of staff shortages, and were resigning as quickly as new staff were being trained.

She said that on internal flights crews were now rostered to work eight or nine days at a stretch with four nights away from home.

"When we do get a day off, however, we are on standby and invariably get called up," a disgruntled hostess said.

She also claimed that under "normal" conditions cabin crew worked three-leg internal flights (for example Johannesburg — Durban, Durban — Johannesburg and Johannesburg — Durban) but they were now working as many as six-legs a day.

"Administration was approached on numerous occasions, but although they are training more people, they are doing nothing to relieve the current situation. They are either going to have to reduce flights or reduce service on board so that not as much staff is needed," she said.

She also said that cabin crew

had been forced to fly the 16 to 18 hour-long trip to New York in the new 747 Combs, which did not have rest facilities.

An SAA spokesman said, however, that rest facilities had been installed in one of the aircraft and the other was being adjusted.

He denied the airline was short of cabin crews by 25% to 30%.

But staff members say otherwise.

"SAA is so short staffed they are even putting internal cabin crew — who are not rated to fly international flights — on international flights and vice versa. It is a safety hazard — if the aircraft should be forced to land you would be in real trouble, as the crew would not know how to handle the exits for example," the air hostess said.

She said cabin crews were becoming increasingly discontented with the SAA's working conditions and that they were resigning "at the rate new staff are being trained".

An SAA spokesman said the administration was not prepared to wage a debate on the issues, or comment on representations made through the Press.

"If they have any complaints, there are proper channels they must go through," he said.

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# RAIL TARIFFS MAY GO UP

Angus 10/11/81

269

**INCREASES** in railway tariffs — though possibly not to the same extent as last year — are expected to be announced by the Minister of Transport, Mr Chris Heunis, when he

by **DEREK TOMMEY,**

delivers the Railway Budget at the beginning of March.

Although the Railways finances have benefited greatly from the upturn in the economy this year, it appears they are also beginning to be seriously affected by rising costs.

As a result, it is increasingly doubtful that the Railways will end its financial year in such a healthy financial position as appeared possible a few months ago.

In the eight months, ended November, the Railways had a surplus of revenue over expenditure of R85,3-million. This is an impressive figure, as it compares with a deficit of R78,8-million at the same time last year and an estimated surplus of only R3,5-million for the whole of 1980-81.

#### DETERIORATING

But the surplus conceals a rapidly deteriorating financial position.

In November revenue was R4-million below budget while expenditure was R10-million above budget after being R3,6-million above budget in October.

Mr G. M. Holz, the Railways assistant general manager (finance), commented on these figures in an interview this week.

He said the drop in revenue was probably the result of some levelling off in the rate of economic activity. The Railways was an extremely sensitive barometer to the state of the economy.

The increase in expenditure mainly reflected in rises in the costs of materials and especially in aircraft fuel.

He said revenue in December was close to budget but indications were expenditure was above budget and that this situation would continue for the rest of the financial year.

#### INFLATION

Inflation seriously affected the finances of the Railways, which has an operation budget of R4 400-million and a capital programme of R1 600-million.

Looking further ahead, Mr Holz said the Railways was expecting further increases in the cost of inputs.

The increase in interest rates would also affect the cost of money. And pressure from the staff for pay increases must be expected.

Against this the likelihood was not strong that there would be a further sharp increase in economic activity which would give Railway revenue another boost.

Mr Holz said that after 1980's seven to eight per cent growth rate, a 4 per cent rate was about probably all the economy could handle this year.

In his Budget speech last year Mr Heunis announced tariff increases costing R361-million while announcing increases in workers' salaries and wages and other benefits costing R285-million.

These higher charges were to help finance improved salary and wages and other benefits costing R285-million and to meet a budget deficit for 1979-80 of R72-million.



# SAR reaching for the sky with plan for a new R57-m office tower

Express 11/1/81  
By DAVID PINCUS

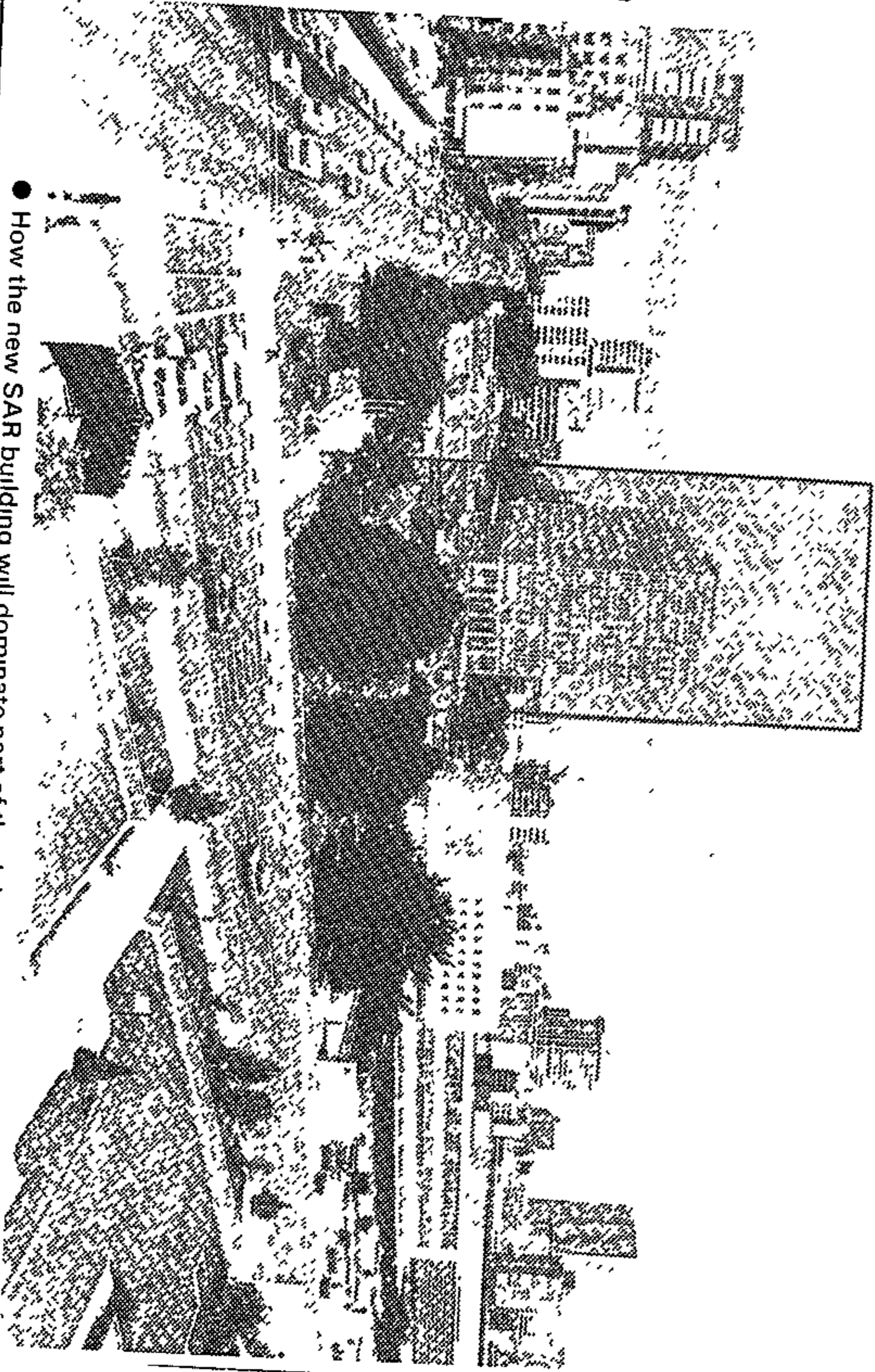
269

SAR is to seek Parliamentary approval during the next session to present head office in Paul Kruger Building, Wolmarans Street. It will be "a functionally austere building" in accordance with the Johannesburg Municipality's building regulations, and will house the administration's data centre staff now housed in rented accommodation in 26 buildings scattered around Braamfontein and Johannesburg's central business district (CBD).

The SAR currently rents 66 556m<sup>2</sup> of office space — or 39,8% of its total office requirements in Johannesburg — at a cost of R2 800-million a year.

The site for the new building, at the corner of Wolmarans and Rissik streets, on the north-west corner of its head office site, is at present occupied by a memorial chapel. This will be moved, at Railway expense, to the north-east corner of the site.

"Jaycee" van Rooyen, a senior SAR public relations man, told me that if Parliament gives its approval construction tenders will be called for almost immediately.



How the new SAR building will dominate part of the Johannesburg skyline

It will be one of the highest buildings in the immediate vicinity — 20 storeys higher than Paul Kruger Building itself and 12 higher than the Western Building (the old, renamed Schlesinger Centre) across the road.

"Plans for the new building are still being drawn up, but they have been speeded up because we now regard it as a matter of urgency, as we hope to take occupation by 1986," Van Rooyen said.

The new building will have a floor area of about 22 000m<sup>2</sup> — less than a third of the area the SAR now rents in Johannesburg.

It is doubtful, however, whether the SAR will be able to vacate any of that space, other than the most unsuitable offices, because in five years, when the new building should be completed, it will have grown considerably itself.

The SAR obviously realises this, because it is also considering buying suitable buildings in the vicinity of Paul Kruger Building

Tim Corby, of Richard Ellis Dunlop Heywood, said the SAR was one of the biggest renters of office accommodation in Johannesburg's CBD. According to some estimates, the Johannesburg CBD has a total of about five million square metres of office accommodation.

"The railways rents less than 1% of that space, but I would be delighted if it vacated the lot. There would be no difficulty in finding other tenants," he said.

"But, there's little chance of that happening, with the way it seems to be expanding"

He told me that at current prices, the R2 800-million the SAR pays a year for rent could repay a R30 000-million mortgage.

The SAR is also now building an R11 700-million extension to the northern end of the Johannesburg station. Work is going ahead well and the building will house a telecommunications centre and its automatic exchange.

This building has nothing to do with the envisaged 35-storey structure.

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# New fast trains are due next year

By Kevin Murray  
The Railways is to introduce its new fast trains — capable of doing more than 150 km/h — on Witwatersrand suburban lines next year.

This will be the first phase of its multimillion-rand "bullet train" programme.

The first high-speed train, using unique high-stability bogeys, will be put into operation between Johannesburg and Pretoria.

A Railways spokesman disclosed details of the

new service today after confirming that officials had conducted successful tests with an experimental train last month.

A specially-adapted electric locomotive, pulling coaches fitted with the new bogeys, travelled between Johannesburg and Pretoria in 45 minutes — 15 minutes faster than the best time so far by the non-stop Jacaranda Express.

The time could have been reduced even further but for signalling equipment which hampered the train between Johannesburg and Germiston the spokesman said.

After clearing the slow signalling equipment, between Germiston and Pretoria, the train attained speeds of 155 km/h.

"We feel we can attain speeds of 180 km/h with this train," said Mr Henrie Loots, deputy general manager of the Railways.

"When introduced on mainline services it will cut travel time between Johannesburg and Durban from 15 to about five hours."

The suburban trains would not be fitted with the special bullet-type noses, said the spokesman.

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1st, 2nd and 3rd major courses.  
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Helen Gardner Travel Prize

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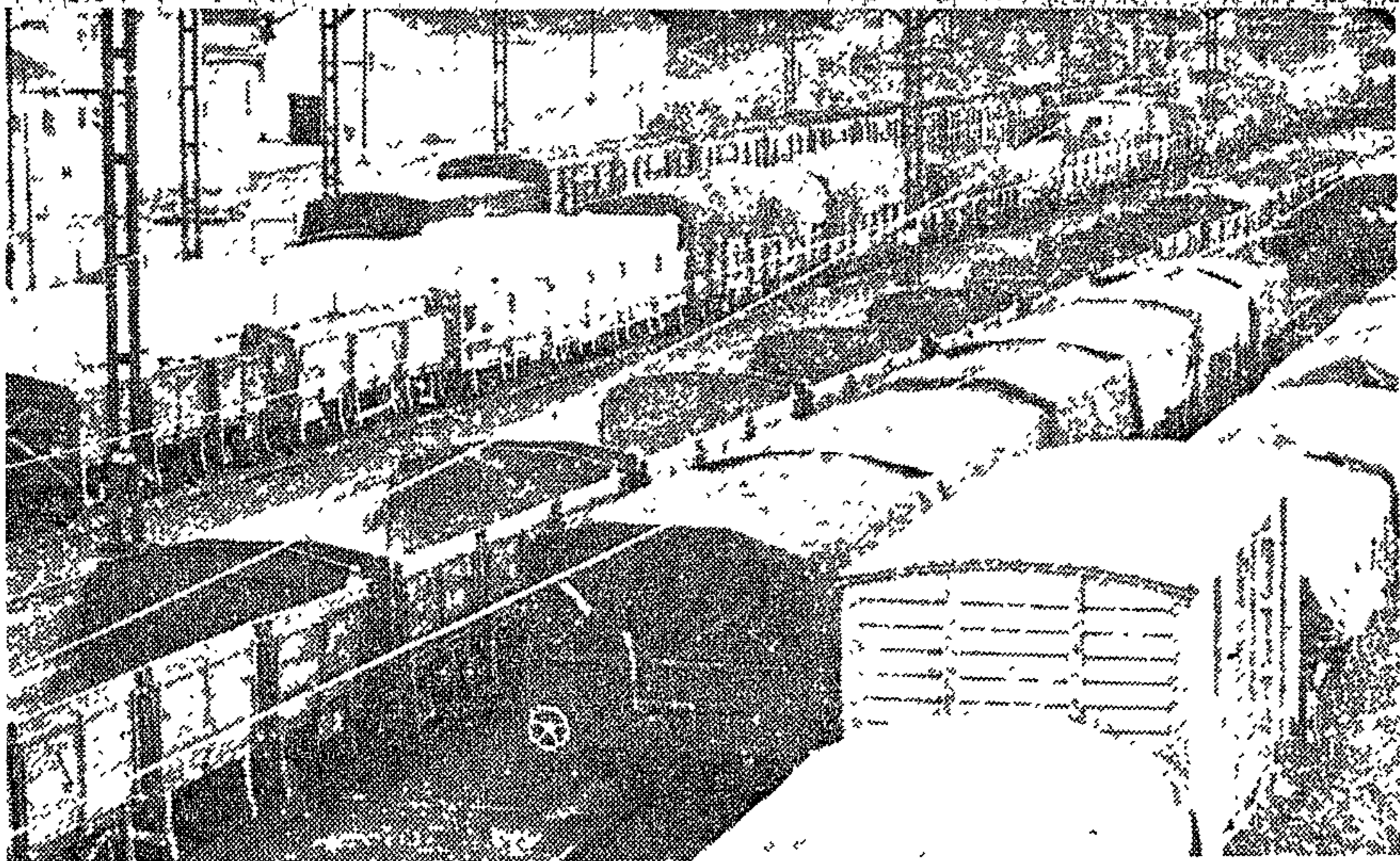
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ARCHITECTURE





Rail rates . . . giving another boost to inflation

# Rail rates rise soon

S. Tribune 18/1/81 (269)

## Finance Reporter

THE Railways is gearing up for another rail rates hike which will add a further twist to the inflation spiral.

However, the increase should be less than last year's 10 per cent. Leaders of commerce and industry this week grudgingly accepted the projected rise at a Johannesburg meeting of the Transportation Consultancy Committee.

Properly planned small regular increases are preferred generally to a sudden large increase after a period in which prices have been

held back.

The higher rail tariffs are expected to be announced by the Minister of Transport in the Railway Budget at the beginning of March.

In the eight months ended November 1980, the Railways had a surplus of revenue over expenditure of R85,3-million. This is an impressive figure, as it compares with a deficit of R78,8-million at the same time in 1979.

But the surplus conceals a rapidly deteriorating financial position.

In November revenue was R4-million below budget while expen-

diture was R10-million above budget after being R3,6-million above budget in October.

Mr G M Holz, railways' Assistant General Manager (Finance) says the drop in revenue reflects a levelling off of economic activity and the increase in expenditure is caused by rising costs of materials.

A spokesman for the Chamber of Mines says the increase in rates will push up the cost of new projects for which R6 000 million is already earmarked in the next five years.

However, contracts for carrying coal and iron ore are made

separately and these minerals will not be af-

The tariff on the oil pipeline is also likely to rise and this could mean higher fuel costs in the Transvaal.

Arthur Hammond-Tooke, of the Federated Chambers of Industry, hopes the Railways will honour their undertaking to narrow the gap between low rated and high rated traffic. In the past blanket tariff increases meant that highly rated traffic affecting the manufacturing sector mainly, was penalised compared with lower rated traffic such as some agricultural produce.

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For a student who has

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# Qantas application to resume flights to SA

ET 19/1/81

269

NO DECISION had been made yet by the Australian Government on an application by its national carrier, Qantas, to resume flights between Johannesburg and Sydney, an embassy official said in Pretoria last week.

Qantas made the application more than three months ago and nearly three years after it abandoned its Johannesburg service in 1977 — officially for technical reasons following a series of strikes. However, the decision was also believed to have had political undertones.

The move also placed a heavy burden on South African Airways, which has had to cope with an ever-increasing demand on the lucrative route. Passengers must sometimes wait weeks or even months for the first available seat.

Recent reports have speculated that the Australian Government is under intense pressure from foreign policy advisers to withdraw SAA's landing rights in the country. They hinted at negotiations for Qantas to reopen flights between Perth and the Mauritian capital Port Louis, where passengers would be able to catch connecting flights with SAA.

Local airline sources have declined to

comment.

• Meanwhile, an interesting news item involving Qantas is that 75 Australian teachers "committed to a multiracial society" are to begin work in Zimbabwe, and others will follow next month and in May. They were selected from among 600 who applied. The teachers are mainly in the fields of mathematics and science. They are accompanied by 42 dependants.

The Australian Government is paying travelling and other costs and will pay the difference between Zimbabwe and Australian salaries.

Where the Qantas angle comes in is that the Royal Australian Air Force was used to fly the first batch to Salisbury in time for the new school year. The existing commercial airlines between Australia and Africa, namely Qantas and South African Airways, were naturally upset about this, but could do nothing, as they could not provide seats until March.

The two airlines have agreed to the use of the RAAF on their routes after receiving an assurance from the Australian Government that future batches of teachers would travel by commercial airlines.

ARCHITECTURE

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Harmony which have been engaged on the Europe-South Africa run for some time now. Local agents say the Japanese-owned Harmony is to be switched to Elephant Line's North Europe-Mozambique service, but no details are available as to the future of the 18-month-old Elbe. The three new vessels are designed to carry 850 containers each and will join the 15,992-ton sister ships Pagnol and Rainu on the service.

AFSL, which operates a regular service between North Europe and South Africa, but is not a member of the conference, has taken the three new 16,000-ton vessels on long-term charter. One has already been delivered from the builder's yard in East Germany and the other two will come into service later this year. The ships — Papagena, Pamina and Palmona — will replace the 13,106-ton Elbe and 11,228-ton

THE Dutch-owned Africa-Europe Shipping Line is engaged in a fleet modernisation programme which will see two of its conventional break-bulk freighters replaced by three bigger and more sophisticated tween-deckers.

Shipping by Bill

Argus 20/1/81  
269

# Africa-Europe Line takes on modern freighters

For the best student of Architecture (or Quantity Surveying) in the subject of Professional Practice.  
D H Pryce Lewis

General J B M Hertzog Prize  
For the best final year student.  
S A Read

Osborn Prize  
For the best work in fourth year.  
D H Pryce Lewis

John Perry Prize  
For the best work in third year.  
R A van Rosenfeld.



21/1/81 STAR

# State criticised on funds for transport planning

2.89  
2/8

**By Deon Delpert,  
Municipal Reporter**

The State has been criticised in Johannesburg's latest municipal newsletter for the shortage of subsidies for transport planning.

The danger was that transport planning could grind to a halt or lose much of its impetus, the newsletter says.

The Driessen report on urban transport had recommended an annual national expenditure financed by the Urban Transport Fund.

The State was to finance 60 percent of the costs of roads, bridges and mass transit schemes and half the cost of capital expenditure on buses, bus and traffic control equipment, the newsletter said.

"The State in its White Paper considerably diluted these recommendations, cutting total expenditure by half, including the proposed subsidies, and the total spent in practice has been substantially less even than the reduced recommendation," it said.

In the 1979-80 fiscal year a meagre R8-million was paid into the Urban Transport Fund by the State.

This was "hopelessly inadequate" for the whole of South Africa considering that Johannesburg's motorway network cost more than R80-million, the news letter added.

"Another problem is that of finding matching funds

"During that year the National Transport Commission subsidised pro-

jects by between 25 and 30 percent, which was a far cry from the 60 percent subsidy envisaged by the Driessen Report, and which meant that the local authority had to find considerable capital funds on its own for progress made as far as urban transport is concerned," it said.

The Johannesburg me-

tropolitan transport advisory board submitted 67 transport projects between 1979 and last year and at that stage R3 775 000 had been allocated.

During 1980 to 1981 the subsidy had been increased by half and the National Transport Commission had provided R4.5-million while Jomet expected an expenditure level of about R15-million.

Corporation Medals  
For the best student in each  
of the 2nd, 3rd and final years.

Second Year (Bronze Medal)

Miss G C Littlewort

Third Year (Silver Medal)

Miss N C Davidson

Fourth Year (Gold Medal)

P M Salmon

T J Cumming

D P Weeks

J H Rens

B F McClelland

Professor George Menzies Prize  
Awarded on results of final  
examinations to the best male  
student in Land Surveying or  
Civil Engineering.

J H Rens

Sammy Sacks Memorial Prize  
Awarded to the student with the  
best classwork in Engineering  
Drawing.  
L Menegaldo

A E & C I Prize

For the first year student  
obtaining the highest average  
mark.

G L Cragg

# 7 die as train crashes in gorge

Argus 22/1/81  
269

Argus, Correspondent

JOHANNESBURG. —  
Railway emergency teams  
are battling in heavy rain  
to complete rescue and  
clean-up operations at the  
mountainous site of a  
train derailment in the  
North-Eastern Transvaal,  
in which seven people  
were killed and 74  
injured last night.

The derailment occurred  
at Nzimi Gorge between  
Goudplaas and Groenbult  
on the Pietersburg-Tza-  
neen line at about 6.20  
pm.

Nine coaches were  
derailed, two of which  
plunged into the gorge.

### INVESTIGATION

Special rescue trains  
were used to transport  
the injured to nearby hos-  
pitals, and six ambulances  
from Pietersburg and Dui-  
welskloof were called in.

A special accident inves-  
tigating team, headed by  
the assistant general  
manager of operations,  
SAR, Mr J C B Irving, left

(Continued on Page 3, col 6)

CHEMIST

Aug 22/81  
**Seven die** 269

(Continued from page 1)

Johannesburg hours after the accident.

'But so far we have not been able to establish the cause,' said the Railways spokesman, 'beyond saying we are sure that no sabotage was involved.'

Railway officials do not expect to have the line cleared before tomorrow night, and buses are being used to transport passengers around the scene of the crash today.

The train driver, his assistant and a white passenger in the locomotive were among the injured.



Rescuers swarm around 10 engaged coaches strewn along the line and one from which a dead body was recovered near Pieterburg on Wednesday. The operation was still in progress late last night.

# Dazed driver tells of train smash

By ROBTAYLOR and MARIKA SPONOS

**PIETERBURG** — The train driver of Wednesday night's horror crash in the mountains of the north-eastern Transvaal yesterday described what he could remember of the accident.

"I wasn't going too fast," he said and shocked Mr Hendrik Nanda, 38, said from his hospital bed in Pieterburg.

"I didn't see or hear anything strange on the line. There are many passengers who can't recall the exact details of the accident," he said.

Mr Nanda said he had seen a driver of 10 years and an assistant driver of 10 years and an engine driver of 10 years and an engine driver of 10 years.

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# David Haddon Prize For the best student of Architecture (or Quantity Surveying) in the year 1951

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# South Coast town decides to fight rail link

Political Reporter

THE tiny South Coast town of Umtentweni has decided to fight the proposal to build a rail link through the residential area to a multi-million-rand cement factory at Oriibi.

The Town Board voted six-to-one this week to ask South Coast MP Mias van der Westhuyzen 'to use his influence in persuading the Minister of Transport not to submit the proposed guaranteed line for parliamentary approval until such time as a feasibility study is undertaken on alternative routes'.

The entire project, including the rail link and the cement factory, would cost the developing company, Natal Portland Cement, R1 000 million.

Mr Tony Anthonissen, Umtentweni's Town Clerk, said yesterday it had also been decided to wait for the views of the Natal

Town and Regional Planning Commission before calling a meeting of ratepayers.

'We suspect the line is a fait accompli but don't know much about it. The scheme was mooted some years ago and right from the start ratepayers have opposed it. Most of the land through which the line will pass is owned by the board. The proposed line will destroy one tee at the country club and affect 11 residential properties.'

He said the major part of the country club was crown land granted to the board years ago. In terms of the grant, the land could be used by the Government without payment of compensation except where improvements such as buildings were involved.

Gen Sydney Smit, chairman of the Umtentweni Town Board, said the decision opposing the link had been taken because

the line 'will effect the ecology of the Umzimkulu valley and disturb the tranquillity of our residential area'.

The board also resented the fact that it had been ignored by the cement factory in planning the link. The first indication of the project had appeared in a Press report.

Mr M P Wahl, the board member who voted against the resolution, said he saw no harm in the proposed line. Until 1958, when the dual rail and road bridge had been washed away, the South Coast main line had followed the same route skirting Umtentweni.

## David Haddon Prize

For the best student Architecture (or Q Surveying) in the of Professional Pr

D H Pryce Lewis

## General J B M Hert

For the best final

S A Read

## Osbourn Prize

For the best work in fourth year.

D H Pryce Lewis

## John Perry Prize

For the best work in third year.

R A van Rosenveld.

RDM 27/1/81 (269)

# Govt transport body to be formed

By JEREMY BROOKS

A STATUTORY body co-ordinating and formulating a "total strategy" for road, rail and air transport will be created shortly, the Director-General for Transport Affairs, Mr Adriaan Eksteen, announced in Johannesburg yesterday.

It will comprise a board of full-time members consisting of experts in the different fields of transport, including shipping. Representatives from commerce, industry and agriculture, and part-time mem-

bers representing transport users, insurers, manufacturers and the man in the street will also be included.

Speaking at a Rand Afrikaans University function, Mr Eksteen said the board had first been conceived by the former Minister of Transport Affairs, Mr Chris Heunis.

Its activities would complement the work of the National Transport Commission, primarily concerned with considering transport permit applications, the introduction of air services,

setting passenger fares and State subsidies. The board would act in an advisory capacity to the Minister.

Mr Eksteen said his department had a definite policy to encourage public transport at the expense of the private car. The recently created Management Information System acted as a data pool for management aimed at creating a better understanding of the working of a bus transport system.

The use of exclusive lanes for buses had already made a

worthwhile contribution to bus operation in some cities and it was hoped this would find favour on a wider scale.

The National Transport Commission was, however, concerned with one aspect of the bus transport industry: the diverse specifications and requirements of the bigger operators which resulted in a wide range of prices tendered by manufacturers.

For this reason the Bus Standardisation Liaison Committee had been formed



matter. And Asmal admits that owning the white service does not "interest me." Rather the bid was a defensive move against the DTMB's predatory ways.

Cuthbert is reluctant to comment on Asmal's bid other than to say that he wishes him luck. But he notes that the DTMB has succeeded in eliminating the deficit on its black operations which, he infers, will not make additional subsidies on its Indian empire-building necessary. He says his company's approach is "utterly commercial" and is not motivated by a wish to dispossess Indians of their profitable bus operations. "They could have been Greeks," Cuthbert says, "we don't want to fight anybody."

Maybe so, but to those Indians who stand to lose their livelihoods, it obviously is a fighting matter. At the hearings, the commission gave the impression it favours some kind of partnership *en commandite* which would involve the Indian operators forming a company to run services in Durban's western corridor.

Indian spokesmen did not oppose the idea outright but previous attempts in Durban and Maritzburg to organise Indian operators in one company have been a failure. Two arguments against this step are that management techniques may not be sufficiently sophisticated, while the "personal" interest engendered by operators having their own bus, passengers and debts will be lost, causing the company to flounder. But considering the contempt Indian spokesmen have for the Durban Council and its transport arm, born of the long years of neglect of their needs and restrictions on their commercial activities, it would seem an inflammatory step to hand over Indian interests to the DTMB.

## DURBAN BUSES

### Empire building

269  
FM 23/1/81

A hornet's nest has been stirred up by the Van Zyl Commission of enquiry into public transport in and around Durban, appointed in 1979 by the then Transport Minister Louwrens Muller to investigate ways of improving service. The commission, whose report is expected next month, has

heard a wide range of proposals, with some bus operators advocating a mass take-over of the licences of their competitors.

Durban's public transport is unique in SA as it is not controlled by a monopolistic agency. In the greater Durban area, some 200 companies operate 1 500 buses, of which 110 companies own one bus each. Only 11 companies own more than 10 buses with Putco and the Durban Transport Management Board (DTMB) each operating about 500 buses. Thus 200 com-



Durban's Cuthbert . . . treating Indians like Greeks

panies, mostly Indian owned, run just 500 buses.

It was to re-examine this position that the fourth commission in the last 30 years to investigate Durban's public transport was set up. Old problems of how to organise the service are being rehashed — with much argument about monopolies and efficiency — but the dispute also reveals racial cleavages. Small Indian operators see themselves under attack from a covetous DTMB, which calls itself independent although its staff are municipal employees and it is subsidised by the Durban Council, while black Kwazulu wants to take over white-owned Putco's routes.

The position of the big operators — the DTMB, Putco and Kwazulu Transport — is well-tailored for their interests. As

public transport nationally will lead to higher fares, in Durban it will have a similar effect. The DTMB has a fleet of 500 buses, but the DTMB's fleet is not as large as the DTMB's fleet. The DTMB's fleet is not as large as the DTMB's fleet.

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# 11 die as train falls into river

STAR

29/1/81

269

244

261

## Transport Reporter

At least 11 people were killed and 45 injured when three SAR passenger coaches derailed near a bridge and fell into a tributary of the Kei River on the Transkei-Cape border early this morning.

According to a spokesman for the Railways in Johannesburg, the accident happened at 2 am when the train was travelling between Umtata and Queenstown.

He said it was possible more bodies might be discovered in the tributary, where the coaches lay on their sides only partly submerged in water. The passengers were understood to be mineworkers on their way to the Reef.

Injured passengers were taken to hospitals in Konga and Butterworth in Transkei.

A board of inquiry has been appointed to investigate. The spokesman could not say when the line would re-open to rail traffic.

with

S A Read

General J B M Hertzog Prize  
For the best final year student.

D H Pryce Lewis

David Haddon Prize  
For the best student of  
Architecture (or Quantity  
Surveying) in the subject  
of Professional Practice.

Miss C Tredgold

Molly Gohl Memorial Prize  
For the best woman student  
in third year.

P A Rappoport

Helen Gardner Travel Prize  
For a student who has  
satisfactorily completed  
1st, 2nd and 3rd major courses.

P F Dunkley

Sixth Year

Cape Provincial Institute  
of Architects' Prize  
For the best student in :-

FINE ART & ARCHITECTURE

ARCHITECTURE



# Magnum apply to NTC for direct Richards Bay flights

RDM 28/1/81 (321A) 269

By JEREMY BROOKS

AN APPLICATION for a major private-airline to fly direct from Johannesburg to Richards Bay is to be heard by the National Transport Commission (NTC) in Cape Town tomorrow

The application, which has been put forward by Magnum Airlines, is certain to be opposed by South African Airways, which at present holds a licence on the same route and has services to Richards Bay via Durban, and a contracted airline, Comair

Comair began direct twice-weekly flights from Johannes-

burg to Richards Bay this week, under contract to SAA

The NTC, during the hearing, will have to take into account a landmark court action in October last year in the Natal Supreme Court when Magnum established its right to fly direct from Johannesburg to Maritzburg without stopping at Newcastle or Durban — conditions which the original licence from the NTC had stipulated

In his judgment against Midland Aviation and the NTC, Mr Justice Didcott singled out SAA and said it was disturbing that the national carrier was flying direct from Johannesburg to

Durban with no legal authority under its existing licence.

Magnum wanted to do what SAA had been doing all the time, Mr Justice Didcott said "If the applicants are correct then SAA cannot fly from Johannesburg to Durban except via Richards Bay."

Yesterday Magnum's two new owners, Mr Sandy Ord and Mr John Bescoby, gave the first public indication of the airline's new direction

"We intend to take a low profile for the next few months, entering a period of consolidation," said Mr Ord

This is in direct contrast to Magnum's previous policy of

maintaining an aggressive attitude within the airline industry — a policy which has, in the past, led to bitter rivalry between the airline and its competitors.

Mr Ord said Magnum had taken delivery of a R1 300 000 turbo-prop Swearingen Metro II, and was awaiting delivery of another on its way from Brussels.

This was in line with the company's re-equipment programme formulated several months ago but in no way meant that Magnum was going to push ahead with an ambitious scheme which originally called for the purchase of six of the 20-seater aircraft

Mr Bescoby, a youthful executive with a banking background who joined Magnum last year, said the airline intended to "sharpen up" by offering a better service to the public and improving its entire operation. A computerised reservation system was being considered, he said

Mr Ord summed up: "We don't want to be the biggest or the best. We want to create a reputation as a professional, slick organisation. The public will come to regard Magnum as a solid, firm airline offering an equitable service with a business-like approach"



DD  
29/1/81 DD (269) (A28)

# Komga hospital rises to the emergency

By LESLIE XINWA

KOMGA — How does a 22-bed hospital that already has 36 patients cope with an additional 57?

Comfortably, according to the sister in charge, and by lunch all 57 casualties from the Kei Bridge rail crash had been treated and discharged or transferred to Frere Hospital, East London.

"All we did was to take all but three of our patients out of the wards and bring in the 57," she said.

"And of course we had help from the two doctors and four sisters from Frere Hospital, East London.

"With their experience in handling emergencies and their equipment, some of which had not been seen here, everything was done so smoothly."

The Frere Hospital staff had gone to the scene of the crash and when all the injured had been removed they went to help at the local hospital.

The hospital's patients were put in the yard during

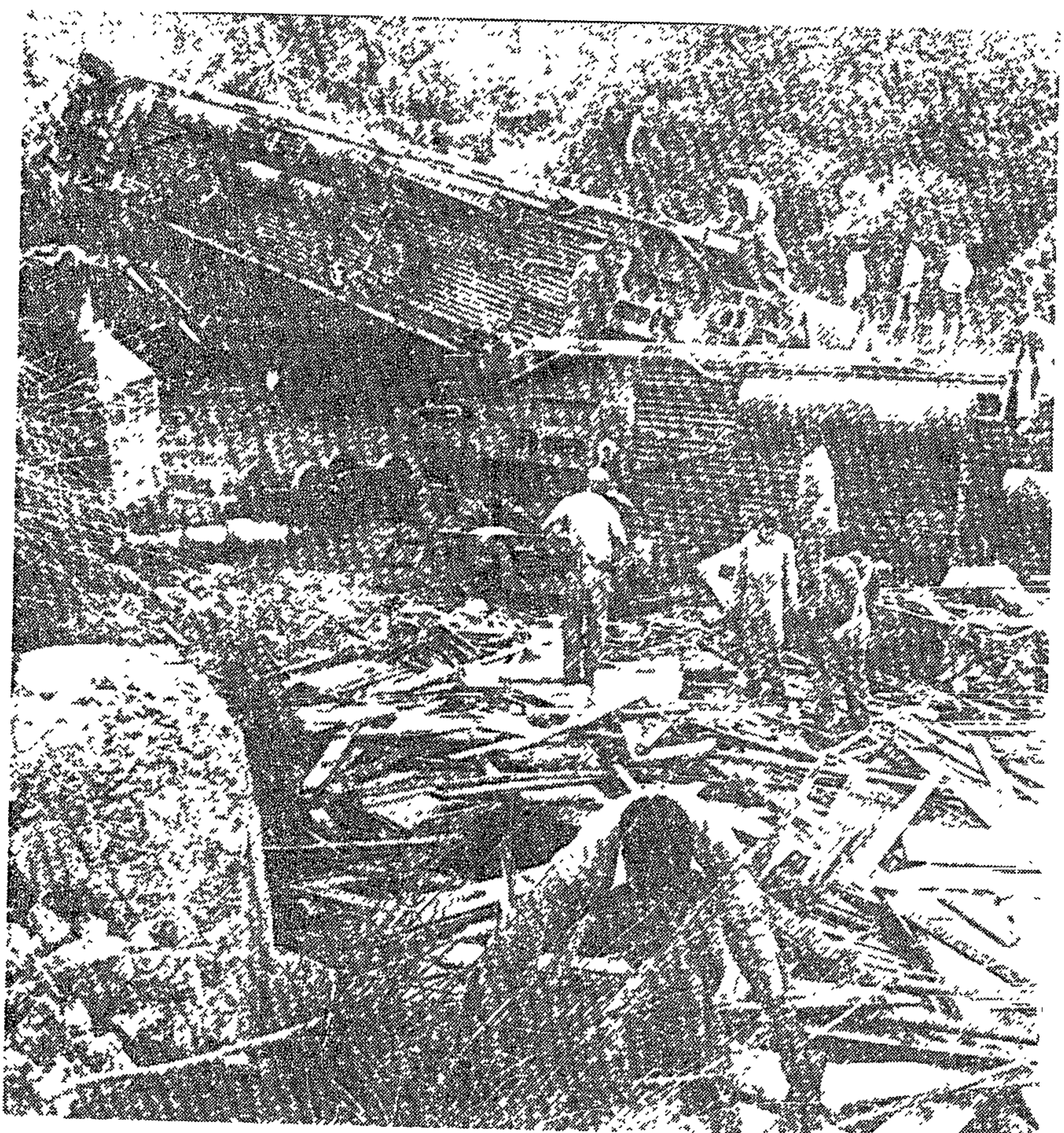
the emergency — normal practice in hospitals whenever a major disaster occurs — I was told.

But one emergency seems to attract others and when the staff was busy with the casualties from the crash, the maternity section was called upon to deliver a baby and even this was done without a hitch.

The sister in charge said the Frere Hospital staff was amazingly efficient and actually took over the emergency with an approach which made the emergency look like another common day at the hospital except for the large number of patients who were taken to the yard after treatment.

Of the 57 patients, 11 who were considered slightly serious, were transferred to Frere where another 38 had been taken earlier.

Of these one was reported to be in a serious condition yesterday with 17 others admitted. 31 were treated and discharged, the medical superintendent, Dr S. Richardson, said.



Workmen clearing the debris of what was once a coach.

## Woman: we joked about speed

KOMGA — A woman who suffered a dislocated right arm in yesterday's train crash told how they had remarked about the speed at which the train was travelling just before the crash.

Miss Esther Sigenu, of Bolotwa, Idutywa, said an elderly man in the compartment in which they were travelling had said it was amazing that a train that seemed to have had problems taking off from

stations should travel at such a speed.

"When we got to the Kei cuttings, I decided to look through a window, just to see how it is like going through the tunnels now that trains are powered by diesel engines," Miss Sigenu said.

"Previously we were always warned to close windows when we went through the tunnels but for me this time it was different."

All she could remember was that the elderly man had remarked after they had left Eagle about the speed it was going at.

"We all said it was probably making up for the time it had been taking while pulling off stations and laughed at it

"But a few minutes we heard some unusual sound from in front and the next thing our heads were upside down.

"A young man was

trapped below us and we tried to pull him out. In the end we all got out of our compartment safely and there was someone shouting that we help to get others out. It happened so quickly."

Mrs Sigenu, who should have returned to her job in Vereeniging at the beginning of the month, said she had stayed at home to sort out schooling problems for her children. — DDR.



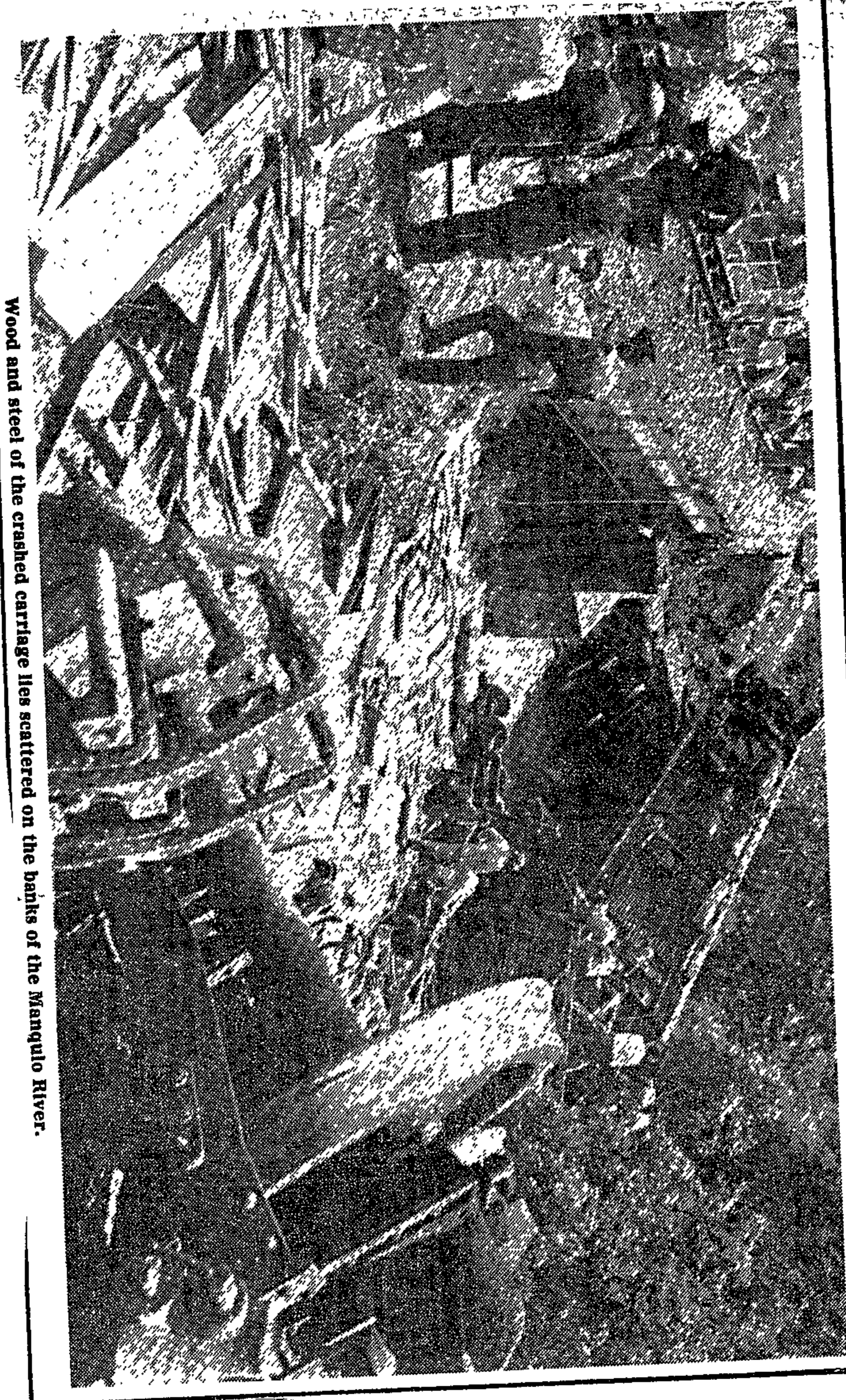
Survivor Miss Ethel Sigenu (right) tries to recall what happened before the train crash. With her is Miss Ellen Velelo who was travelling from Bolotwa, Idutywa to Johannesburg.



DD

22/1/81

(269)



Wood and steel of the crashed carriage lies scattered on the banks of the Mangulo River.

DAILY DISPATCH, FRIDAY, JANU



# 11 die in Kei crash

**KEI BRIDGE — Eleven people were killed and 84 injured when a section of a Johannesburg-bound train was derailed a kilometre from here at 1.45 a.m. yesterday.**

Of the dead two were women. Eighteen of the injured were detained in hospital in East London.

One was reported to be in a serious condition while others were in a satisfactory condition yesterday.

The derailment occurred as the train, which carried mainly mineworkers, was rounding a bend over the Manqulo River which flows into the Kei River.

One coach was completely destroyed and four others damaged extensively.

Seven coaches which were in the front section of the train, were not derailed and continued with the engines on their way to the Reef.

Two others coaches were still partly on the rails when workmen battled to restore the line for use throughout the day.

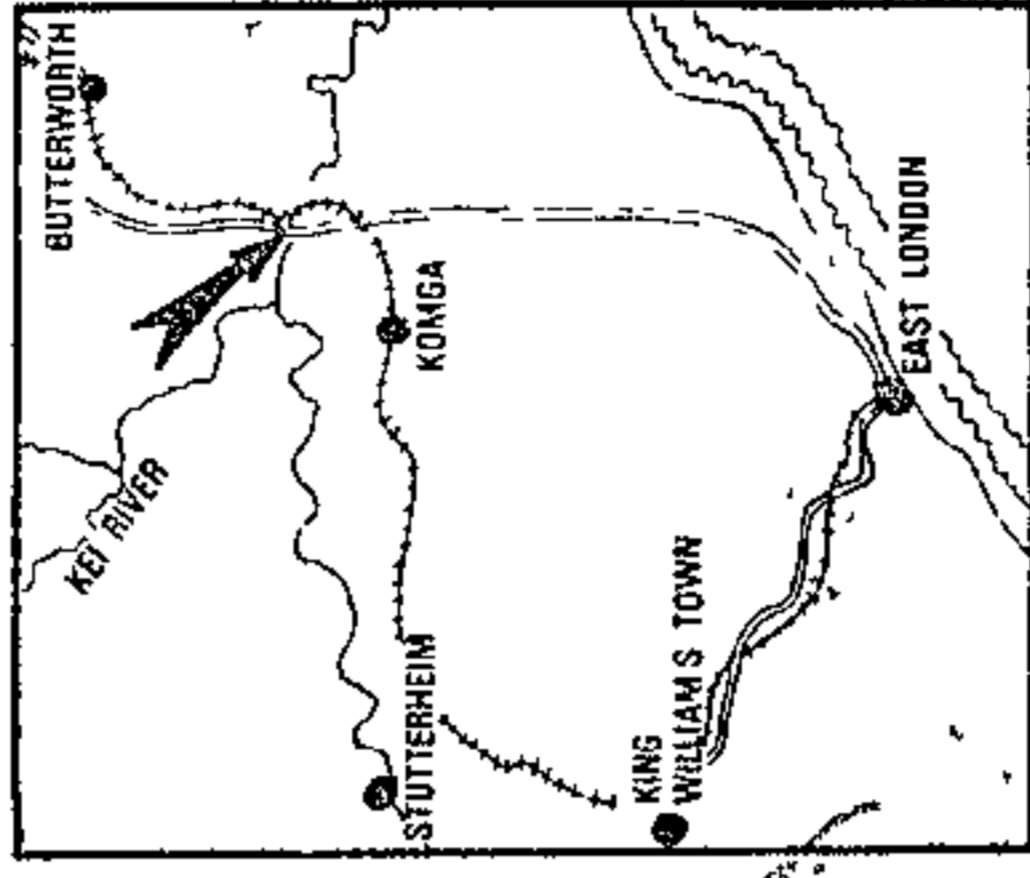
It was hoped to be restored for traffic by late last night. Several trains were delayed as a result of the accident.

Eight ambulances from East London and Komga ferried the passengers and by 6.50 a.m. the first passengers, who were considered the most seriously injured were at Frere Hospital, East London.

At Komga 46 passengers were treated and discharged while 11 were transferred to Frere.

At the scene of the crash by 9.30 a.m. yesterday were the Transport Secretary for Transport, Mr Ashton Dunjwa, and the system manager for

the Eastern Cape, Mr A. J. Jonker. Mr Jonker said a board of inquiry made up of Mr Frans Hanekom, of the general manager of the railways' office in Johannesburg, Mr Dunjwa, another official from Johannesburg and two from the system manager's office, had been set up and was on the scene of the crash yesterday afternoon.



**Crash spot arrowed.**

They will start the inquiry this morning and until they have reported on their findings it was hard to say what had caused the crash, a spokesman for the system manager's office said.

The spokesman said it was also difficult to estimate the damage which would run into hundreds of thousands of rands.

He said the crash was the most serious on the line between Umtata and East London in terms of loss of life.

"But for damage to material the one we had involving petrol tanks

near Butterworth in August last year was about as serious," he said.

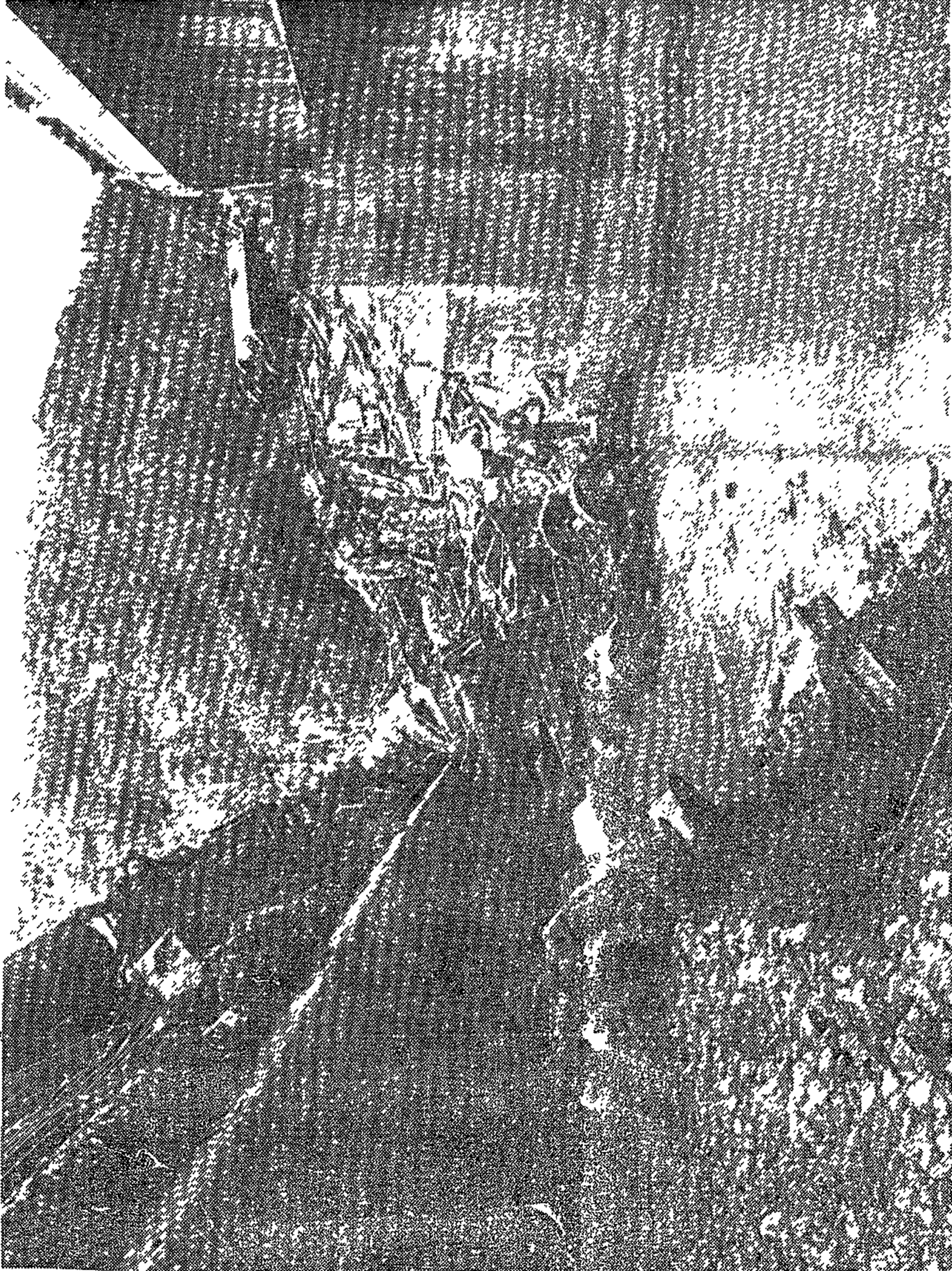
From what could be seen some coaches must have been disconnected from the front of the train and gone off the rails.

It took more than five hours to remove two bodies trapped underneath a coach which had fallen on another over the river but the shallow water did not seem to have affected the coaches.

The dead were removed to Butterworth with the hope that relatives would learn about the disaster and identify them.

Arrangements were being made to get other passengers who had been treated and discharged from hospitals, to continue their journeys to the Reef.

Others had even lost their tickets in the crash but a spokesman for the railways said all such problems would be looked into. — DDR



**The scene of destruction in the Kei Cuttings yesterday. Right top is the bridge of the Manqulo river, a tributary of the Kei. More pictures, Page 9.**

Picture Gary Horler

20/11/81  
269  
269  
20/1/81



# Manpower bugbear in transport

RDM  
30/1/81  
269  
332

By SIMON WILLSON  
Industrial Reporter

A CONCERTED effort to improve efficiency in the transport industry was needed if maximum use was to be made of the industry's limited manpower, said the Director-General of Transport, Mr Adriaan Eksteen, this week.

He said at the launch of a road-transport training scheme in Johannesburg there was no doubt that both passenger and freight transport would be confined to the methods used today.

"In planning we must not lose sight of the fact that we have a severe shortage of skilled manpower, and it is essential that we pay particular attention to the operational efficiency of the manpower we have.

"There must be a concerted effort to improve the overall efficiency of whatever technologies we might be using... And a sharpening and fine honing of the tools at our disposal.

"In this process of improving the efficiency of the movement of people and goods we all have a role to play — the individual motorist, the bus rider, the driver, the freight haulier, industry, the institutions, the Government and the public in the widest sense."

In a veiled reference to recent controversy about proposed motorway routes through suburban residential areas on the Reef, Mr Eksteen said care had to be taken in the "rather tricky decision-making" that had to be performed in choosing transport alternatives.

Basic criteria in the choice

of these alternatives included "effects such as air and noise pollution, aesthetics and the general effect which changed traffic conditions might have on a neighbourhood".

Mr Eksteen drew attention to the long-term impact on land use of transport investment which should be used to enhance property values where this was possible.

"But we must admit that it cannot always be done in such a way. This particular aspect has led to some very emotional public involvement in some cases, which has often led to some fruitful exchanges of ideas between groups with divergent points of view.

"The result has been better understanding on both sides."

Once established and with a record of sound management, there is no reason why a Credit Union, facing a greater demand for loans than the funds available, should not seek a simple gearing relationship with a bank. In the first instance the bank might agree to be a party to the tune of 10% on every loan, or for loans for particular purposes, made after a certain date. The bank's security would not be collateral. It would be the judgement and social control exercised by all those members who have blocked funds to cover the balance of 90% of each loan. By borrowing and re-lending to members, the Credit Union acts as a 'retail' agent to the 'wholesale' bank. The use of bank funds would swell Credit Union business. It would also enhance society profit since the Union would relend borrowed moneys to members at a higher rate. All this within the governance of member control and a bank could agree to gear its lending members so long as the Union had a gearing should not exceed 40%. By technically but in the sense that it member savings and group co-responsibility, built up slowly on knowledge and greater leeway in meeting members' contribution of the role of Credit Unions among small member clients organised the purpose of the loan: a low gear 40% on productive loans. Loans to and many other investments in education and in working capital are some field but is not

with the EC encompassed can be used with a regi institutions. If years. If their name, which appear or Credit on the sch Earlier, 10% of wage earnings ty, Bank, Post Office ree to specify with to be credited in withdrawal for three things in other to his or her account action on EGS wages in the socially tions which have agreed least with regard to

DD 30/1/81

# Unidentified baby survives

KEI BRIDGE — The big train crash here yesterday left an Idutywa woman, Mrs. Novotile Bala, holding a baby whose grandmother had been killed by a falling rock in the crash.

With tears rolling down her face, Mrs Bala, who was on her way to Alberton, told how she met another woman travelling to her daughter in Johannesburg, on the train.

"I don't know her real name. We only introduced each other by our clan names in the compartment we shared," Mrs Bala said.



Mrs Bala holds the baby whose grandmother was killed in the crash.

She remembered that the woman was also from the Idutywa district.

"She told me she was taking this baby boy to her daughter in Johannesburg and because I was also going there we became friends.

"When the train crashed I was still holding the baby for her. I don't even know its name.

"I don't know how I will trace the relatives of the woman. I know she is dead but apart from the baby my other worry right now is my daughter who may not go to school if I do not get to my son in Alberton to get money for school fees."

When I spoke to Mrs Bala yesterday morning she was one of many passengers who did not know whether they would reach their destinations. Others said they had lost train tickets and many other possessions in the crash but railways officials were dealing with their problems to ensure they continued with no hitches.

The baby was taken to Butterworth Hospital for safekeeping and Mrs Bala continued her journey to Alberton. — DDR

Cape Provincial Institute  
 of Architects' Prize  
 For the best student in :-  
 Sixth Year  
 P F Dunkley  
 Helen Gardner Travel Prize  
 For a student who has  
 satisfactorily completed  
 1st, 2nd and 3rd major courses.  
 A Rappoport  
 Lily Gohl Memorial Prize  
 For the best woman student  
 in third year.  
 Miss C Tredgold  
 David Haddon Prize  
 For the best student of  
 Architecture (or Quantity  
 Surveying) in the subject  
 of Professional Practice.  
 H Pryce Lewis  
 General J B M Hertzog Prize  
 For the best final year student.  
 A Read  
 Abourn Prize  
 For the best work in fourth  
 year.  
 H Pryce Lewis  
 John Perry Prize  
 For the best work in  
 third year.  
 A van Rosenfeld.



Cape Provincial Institute  
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For the best student in :-

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P F Dunkley

Helen Gardner Travel Prize

For a student who has

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Molly Gohl Memorial Prize

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For the best student of

Architecture (or Quantity

Surveying) in the subject

of Professional Practice.

D H Pryce Lewis

General J B M Hertzog Prize

For the best final year student.

S A Read

Osborn Prize

For the best work in fourth

year.

D H Pryce Lewis

John Perry Prize

For the best work in

third year.

R A van Rosenfeld.

# 11 killed in rail crash

230/1/81 (269)  
EAST LONDON. — Eleven pas-  
sengers were killed and 84 in-  
jured when a section of a  
Johannesburg-bound train was  
derailed in Transkei yesterday.

Eighteen of the injured were  
admitted to hospital in East  
London. One was reported to be  
in a serious condition, while the  
others were in a satisfactory  
condition.

The derailment occurred as  
the train, which carried mainly  
mineworkers, was going round  
a bend over the Manqulo River.  
One coach was destroyed and  
four were extensively  
damaged.

Two coaches were left partly  
on the rails, and workmen bat-  
tled yesterday to restore the  
line for use.

Eight ambulances from East  
London and Komga took in-  
jured passengers to Frere  
Hospital.

At Komga, 46 passengers  
were treated and discharged,  
while 11 were transferred to  
Frere. — Sapa

DD 31/1/81 (269) ~~269~~

# Crash death toll rises

EAST LONDON — One more passenger injured in the Kei Bridge rail crash died in hospital and another with back injuries was transferred from Frere Hospital to the Conradie Hospital, Cape Town yesterday. This brings the number of dead to 12.

The superintendent at Frere Hospital, Dr S. Richardson, said seven people had been discharged yesterday and ten were still in hospital. Their condition was "reasonable".

The system manager of the Railways for the Eastern Cape, Mr A. Jonker, yesterday said the board of inquiry in-

vestigating the accident would report to the Minister of Transport and its findings would not be made public.

He said the line was cleared at 1.30 am yesterday.

The delay had been caused by the countryside being wetter than had been expected.

The jacks that were used for lifting the coaches kept sinking into the ground, Mr Jonker said.

Railway buses fetched people from hospital. They were accommodated in waiting rooms at the

station and sent by rail to their destinations or returned to Transkei by bus.

Mr Jonker said some passengers had asked that they return to Transkei.

A passenger train from East London to Umtata was delayed on Thursday night.

The names of the dead will be released on Monday.

The chief of the Transkei CID, Col S. Funani, said yesterday 11 bodies had been identified, but his men were still trying to trace next of kin. — DDR

Osborn Prize  
For the best work in fourth year.

S A Read  
General J B M Hertzog Prize  
For the best final year student.

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For a student who has satisfactorily completed 1st, 2nd and 3rd major courses.

P F Dunkley  
Sixth Year  
Cape Provincial Institute of Architects' Prize  
For the best student in :-

ARCHITECTURE

# 2 164 SAA local flights were late last year

OF the 25 633 domestic flights by South African Airways last year, 2 164 were late by 15 minutes or more, the Minister of Transport Affairs, Mr Hendrik Schoeman, said in a written reply to a question tabled in the Assembly yesterday.

Of the 3 680 international flights by SAA, 927 were late, 272 of them by more than an hour. Of the late domestic flights, 389 were late by more than an hour, 820 by between 30 and 60 minutes and 955 by between 15 and 30 minutes.

Answering a question by Mr Nigel Wood (NRP, Berea), the Minister also disclosed that 20 462 international and 14 144 internal passengers had to be provided with overnight accommodation as a result of flight delays at a total cost of R569 716. — Sapa

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Hijack

Bill

STAR  
3/2/81

passed

269

THE ASSEMBLY — A Bill providing for action to protect South African aircraft and airports against hijackings and acts of terrorism, was passed through all its stages in Parliament yesterday.

In terms of the Civil Aviation Offences Amendment Bill, introduced by the Minister of Transport Affairs, Mr. Schoeman, provision is made for the establishment of a committee to advise the Minister on the effective steps to be taken to ensure the safety of civil aviation.

It also provides for the drafting of safety plans and ensures that they are kept secret. — Sapa.



Corporation Medals

For the best student in each

# Transport

Edited by  
Brian Grobbler



The Cape Times, Tuesday, February 3, 1981 7

## NO Container chaos in Cape

THE CONTAINER chaos which has been created at the Johannesburg terminal by importers who have not claimed their goods has certainly not spread to Cape Town where things are totally under control.

Over the weekend, South African Railways appealed on TV for importers to clear their containers as soon as possible — there are apparently thousands of unclaimed containers standing at the terminal.

A spokesman at the SAR container terminal in Cape Town harbour told me yesterday: "The situation in Johannesburg is totally applicable to commercial users. They import the goods and then find they do not have the necessary import permits and the finance to claim the goods."

The position in Cape Town is that when containerized goods are landed from a ship, the onus is on the importer or his agent to claim the goods at the harbour terminal within 72 hours. Should they not be cleared within this period they are sent on to the South African Container Depot at Montague Gardens.

We certainly do not have thousands of unclaimed containers lying around the harbour," said the official.

Mr Geoff Poppel, manager of SAGD in the Cape, says the situation in Cape Town is simply not comparable to that between Durban and Johannesburg.

On average all containers we receive are cleared within six days."

That is a pretty good record compared to Johannesburg where they apparently are left unclaimed for more than 39 days and which then gives the Customs Department the right to forfeiture and to dispose of the goods by public sale.

## Concern for yacht's crew

WITH Gales wrecking the southerly part of the continent and blowing up big seas the past week, there is some concern for the party of 10 who set sail from Table Bay in Sabie Star for South America the previous Saturday at 10am.

Sabie Star is a Roberts 15m all-steel ketch which was constructed in Zimbabwe and brought by road to the Cape. She is being skippered by young Howard Just, 28, of Main Road, Kalk Bay, who has already done two south Atlantic Ocean crossings — he crewed on Sundancer in the 1976 Cape-to-Rio Race and also in the 1979 race to Punta del Este Uruguay.

The party which includes eight paying sailors (at R1 000 each), left from Royal Cape Yacht Club on January 24 bound for a visit to the Amazon River and then a cruise of the Caribbean islands.

What is worrying Bruce Just — Howard's father — is that they have made no radio contact since they left. Over the weekend he asked Maritime Command to try and make radio contact with the yacht but nothing was heard by yesterday.

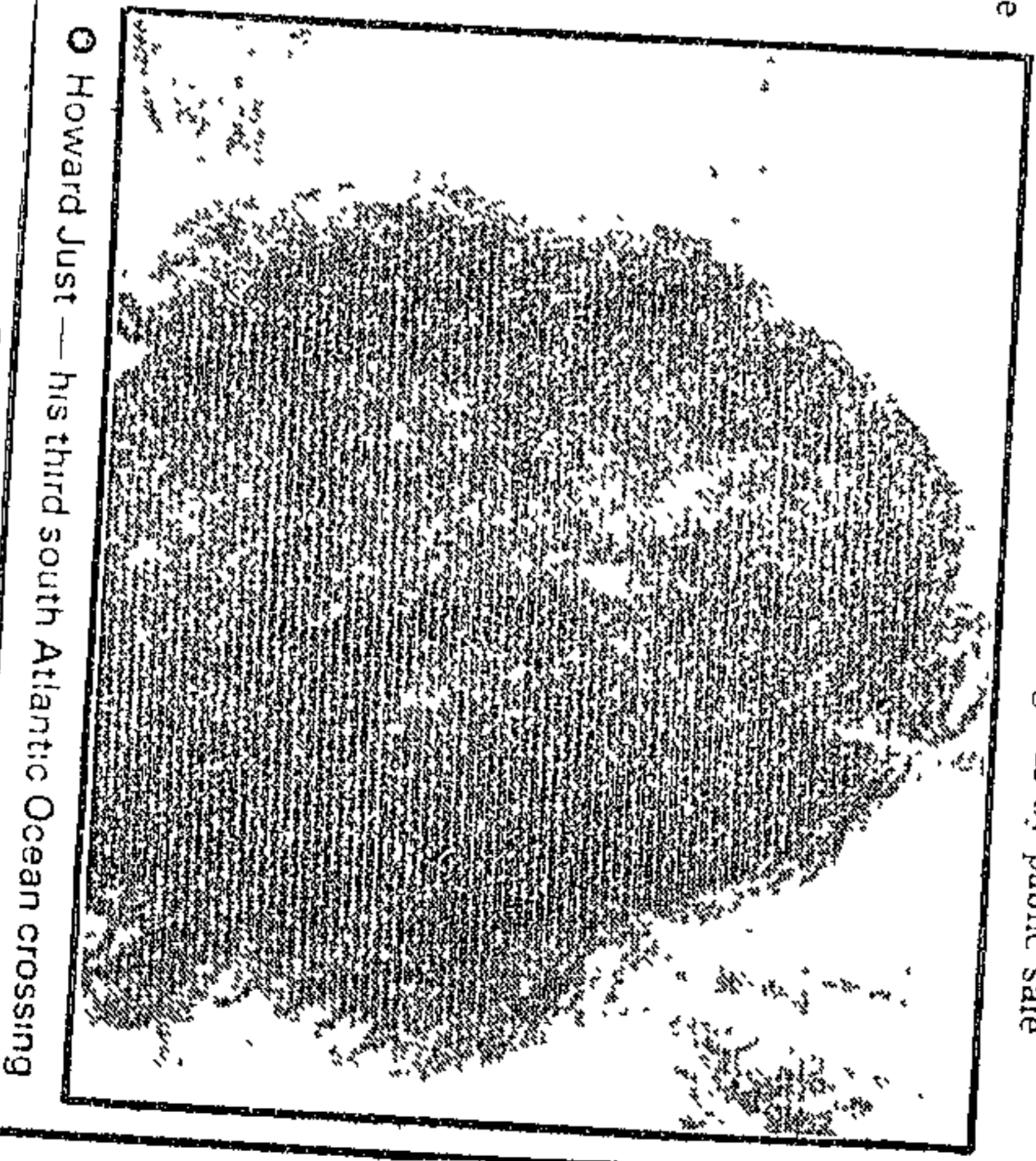
"It is not that I am worried about Howard's ability as a skipper but there was the big storm last weekend and they could not have been more than 150 nautical miles out of Cape Town by then.

I know the radio on the yacht is not terribly good but we had hoped to have some news by now.

If no radio contact is made with Sabie Star during this week, Bruce Just hopes he will hear of their fate when they arrive at St Helena which should be on Saturday. Apparently there is a radio ham by the name of Dillion on the is-

land who makes regular contact with Cape Town radio amateurs and will pass on news of the yacht's arrival and any information about the first part of the cruise to South America.

Howard Just is due back in Cape Town on April 1 when he will skipper Illusion II, a brand-new Roberts 54 in fibreglass which he helped to construct, across the south Atlantic to St Lucia Island in the Caribbean.



Howard Just — his third south Atlantic Ocean crossing

CHEMICAL



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For the best student in each  
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Third Year (Silver Medal)

Miss N C Davidson

Fourth Year (Gold Medal)

P M Salmon

T J Cumming

D P Weeks

J H Rens

B F McClelland

Professor George Menzies Prize  
Awarded on results of final  
examinations to the best male  
student in Land Surveying or  
Civil Engineering.

J H Rens

Sammy Sacks Memorial Prize  
Awarded to the student with the  
best classwork in Engineering  
Drawing.

L Menegaldo

A E & C I Prize  
For the first year student  
obtaining the highest average  
mark.  
G L Cragg

# New bus service

269  
3214

**EAST LONDON** — From yesterday commuters by road travelling between here and Umtata have a choice between a third class and a first class bus service.

The Railways have introduced a new service for the commuter who is looking for more comfort, a spokesman for the Railways said. The service is available everyday.

The bus leaves Umtata at 8 am, stops at Idutywa, Butterworth, Ndabakazi, the border posts and arrives in East London at 12.45 pm.

The spokesman say the bus leaves for Umtata at 2 pm and arrives at 6.45 pm.

On its first day from Umtata it carried 20 passengers but it is hoped this will soon pick up and more passengers looking for comfortable travelling will make use of it.

Two buses travel each way between Umtata and East London catering for third class passengers everyday.

Fares for the new service are R9,30 for a single journey to Umtata against R5,85 on the third class services. — DDR

CHEM.



# Container congestion at Reef rail depots to worsen

The serious congestion of containers at Reef depots is expected to worsen, according to South African Railways.

A spokesman said a "crisis situation" had developed through a build-up of overstay containers at both SADC and City Deep depots.

"At SADC, for example, there are 1 100 containers holding 22 000 tons of freight which should not be there. At City Deep railway terminal there are about 12 000 tons being held back on request for lack of space at SADC.

"These are transit terminals, and cannot hold a high number of containers for lengthy periods," he said.

## BIG JUMP

Because of the build-up of uncleared containers, about 500 cleared containers were delayed. The overall position was expected to worsen.

At present 60 to 70 percent of containers arrive uncleared, as opposed to only 20 percent during the first nine months of last year.

The SAR and SADC were working round the clock to clear the backlog, and the SAR is delivering containers from SADC direct to the importer, although this is not the railways' normal function.

The spokesman appealed to all importers and container operators to help clear containers, and warned that fines would be increased for holding overstay containers if the situation was not "remarkably improved" soon.

## PENALTIES

Asacom has just met... not unlimited... In the case of blacks, Indians and coloured persons, jails were 59 percent over-populated. By the year 2000, the expected prison population would be about 170 000 and facilities for at least 100 000 more must be built. Building costs would escalate.

Engineering. Professor George Menzies Prize  
ded on results of final examinations to the best male student in Land Surveying or Engineering.  
Sacks Memorial Prize  
ed to the student with the classwork in Engineering.  
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C I Prize  
ne first year student  
ing the highest average

Engineering  
ation Medals  
e best student in each  
2nd, 3rd and final years.  
ond Year (Bronze Medal)  
s G C Littlewort  
rd Year (Silver Medal)  
ss N C Davidson  
uth Year (Gold Medal)  
M Salmon  
J Cumming  
p Weeks  
H Rens  
F McClelland

CHEMICAL



RDM 4/2/81  
Qantas  
refused  
flights  
to SA 269

Own Correspondent

PERTH — South African Airways' stranglehold on the profitable Kangaroo route between Johannesburg and Sydney was strengthened yesterday when the Australian Government refused its national carrier, Qantas, permission to resume flying into Jan Smuts Airport.

The Minister for Foreign Affairs, Mr Tony Street, said in Canberra the decision was made because of Australia's opposition to apartheid.

Qantas — which last year showed a disastrous loss — had applied to re-enter competition with SAA on the grounds that Perth-Johannesburg was now one of the most profitable international routes.

The airline stopped flying to South Africa in August 1977 because of low profitability and some political pressure from the Australian Government.

However, while the lack of competition has kept SAA planes fully booked both ways ever since, the feast has become a surfeit.

SAA has applied for an additional flight to Sydney each week, but so far there has been no word from Canberra whether this will gain approval.

Political observers, however, point to the Fraser government's recent decision to give full diplomatic recognition to South Africa through the enlargement of its consulate in Sydney.



Big SAR

order to

Siemens

South African Railways has awarded Siemens a R3,4-million signalling order to modify the Natal south coast network to their latest multi-aspect signalling system.

This system, like the one being installed at Durban and Berea Road stations, has been specially designed for intensive suburban traffic.

The project, to be completed by the end of 1982, will consist of six satellite interlocking stations — Umbogintwini, Isipingo, Umlazi, Reunion, Westcliff and Clairwood.

The equipment will be nationally developed and manufactured and all services such as installation and commissioning will be rendered locally, resulting in overall local content of more than 90 percent. — Sapa.



RDM H/2/81 (272)

'Don't load  
our goods' (269)

ZIMBABWE Railways has asked the South African Railways to embargo the loading of goods in South Africa for Zimbabwe and Botswana until further notice.

This is because of operating difficulties in clearing traffic.

The embargo will apply to all traffic except petroleum products, explosives, perishables, containers and other specified traffic that may have to be exempted from time to time. — Sapa.



## MAGNUM CLAIMS SERVICE IS ILLEGAL

# SAA 'limits' private firms

Tribune Reporter

~~268~~  
269  
S. Tribune  
8/2/81

SOUTH African Airways has been slammed for frustrating the growth of private enterprises in its Natal domestic operations.

Mr L. F. Weyer, SC, told a National Transport Commission hearing in Pretoria this week that the SAA Richards Bay-Johannesburg service was illegal, and the private Magnum Airlines was entitled to claim the Richards Bay - Durban route.

Mr Weyer was appearing at the hearing on behalf of the South African Airlines Association, Commercial Aviation Association and Magnum Airlines in an application for licences in traditionally AA-dominated routes.

He claimed that in terms of the Air Services Act Magnum Airlines was entitled to claim the Richards Bay-Durban route because until December 1980 it had operated in conjunction with AA.

From that date SAA had switched to a different sub-contractor.

In addition SAA hastily compiled an "inadequate" service on the Johannesburg-Richards Bay route, said Mr Weyer.

Mr Weyer said these were "blocking devices" used by the SAA to keep Magnum Airlines off the routes, after a break in relations between the two

airlines.

He also claimed the Johannesburg - Richards Bay service was illegal since SAA had been granted a licence in 1967 on condition it was made operable within 100 days. The route was only opened 13 years after the granting of the licence, and a few days before the start of the hearing.

Experts giving evidence at the hearing said Northern Natal warranted a full time air service of the type Magnum Airlines offered.

United States aviation expert Miss Shirley Ybarra said the SAA sub-contractor service at present available was inefficient and inadequate.

Mr M. G. Willemse for SAA denied that the Richards Bay-Johannesburg service was a blocking device and he was convinced that the SAA system in Northern Natal was adequate.

Mr Willemse said the SAA had stated in 1967 that the Johannesburg-Richards Bay route could not be started immediately and there was no valid limit on when it had to start the operation.

Mr Weyer said SAA's operation in Natal had frustrated the development of private enterprise in the flying industry.

Black bus  
RDM 11/2/81  
terminus  
269  
facilities  
inadequate

THE ASSEMBLY. — The lack of compassion of certain local authorities in providing adequate terminus facilities for thousands of black commuter workers is hard to understand, says the annual report of the Corporation for Economic Development.

In its review of transport development, the report says a disappointing aspect of bus passenger transport remains the reluctance of local authorities to provide adequate terminus facilities for the thousands of workers transported daily to and from their homes in the national states and their places of work in the white areas.

"In some towns and cities hardly any provision has been made for the safe alighting and boarding of passengers, nor for protection against the weather.

"If it is considered that due to long distances and poor road conditions commuting time is often long, this apparent lack of compassion by some local authorities is hard to understand.

"It would thus be in the interests of good human relations that all local authorities who have thus far neglected their responsibility in this regard should give urgent attention to rectifying the situation," the report said.

It also said projections had shown that passengers in the national states would increase tenfold within the next 20 years. — Sapa.



(269) STAR 11/2/51

# SAR dining ban criticised

By Richard Paris

The Minister of Transport, Mr Schoeman, was strongly criticised by white and black politicians yesterday for his refusal to consider opening railway dining cars to all races.

The Minister was questioned by The Star following complaints from several Indian families who discovered they were not permitted to use the dining cars on main-line trains — other than on the super-luxury Blue Train and Drakensberg Express, both of which have "international status."

In spite of a forthcoming Bill aimed at eliminat-

ing discrimination at hotels and restaurants, at the discretion of the proprietor, the Minister said no changes affecting railway dining cars had been contemplated.

Although blacks may sit next to and eat meals with whites on SAA domestic flights, Mr Schoeman said. "Flying cannot be compared with rail travel."

The Progressive Federal Party spokesman on transport, Mr Rupert Lorimer, said there was no reason why railway facilities should not be multiracial.

"Regrettably Mr Schoeman is living in the past," he said. "Why is it that

the Railways always lag behind the rest of South Africa? It is a ridiculous anomaly that SAA and SAR are at variance."

The New Republic Party spokesman on transport, Mr George Bartlett, urged Mr Schoeman to undertake a market survey to see how the majority of white passengers would feel about blacks sharing dining cars on the SAR.

"If it would have an adverse economic effect on dining cars, I could understand the reluctance of the Railways to integrate them, but as a non-racialist I would reject any decision taken purely

on grounds of race," he said.

Mr Bartlett pointed out that the Blue Train and Drakensberg Express were fully integrated, "so the principle has already been accepted."

The national secretary of the Herstigte Nasionale Party, Mr Louis Stofberg, said in Pretoria "Here we have a government which says it is moving away from segregation, but it moves just a bit and gets stuck. This must make blacks feel very offended."

"At least with our policies, they know where they stand."

South African Railways and Harbours' Sick Fund

Hans J. Quins (178) (267)

1 Mr N. B. WOOD asked the Minister of Transport Affairs: 10/2/81

- (1) What was the amount of the subsidy paid to the South African Railways and Harbours' Sick Fund during 1979-'80,
- (2) (a) what amount was collected during that year in respect of the levy on prescriptions and (b) what was the Railway Administration's contribution,
- (3) what was the number of (a) members and (b) dependants registered in respect of the Fund,
- (4) whether any non-White employees are entitled to benefits, if so, how many (a) Coloureds, (b) Indians and (c) Blacks?

TUESDAY, 1

79

The MINISTER OF TRANSPORT AFFAIRS

(1) R29 296 489

(2) (a) R1 729 181

(b) R3 037 375

(3) (a) 154 615

(b) 226 139

(4) Yes.

(a) 24 436.

(b) 1 816

(c) 125 149



South African Railways and Harbours

28 Mr N B WOOD asked the  
of Transport Affairs

(269)

- (1) What is the (a) authorized establishment and (b) actual strength of South African Railways and Harbours Police in respect of (i) constables and (ii) other ranks.
- (2) how many men were (a) recruited and (b) discharged from the force during the latest year for which figures are available.
- (3) whether any members of the force purchased their discharge if so, how many in each rank?

The MINISTER OF TRANSPORT AFFAIRS

	Whites	Non-Whites
(1) (a) (i) ..	221	17
(ii) .	3 223	3 417
(b) (i)	194	10
(ii)	2 704	3 238
(2) (a)	481	914
(b)	351	211
(3) Yes		
Sergeants	20	2
Constables	232	107

- (1) What were the (a) actual and (b) budgeted monthly (i) revenue and (ii) expenditure figures of the South African Railways Administration in respect of each month of the current financial year for which figures are available;
- (2) what were the (a) actual and (b) budgeted monthly revenue figures for (i) high-rated and (ii) low-rated traffic on the South African Railways in respect of each month of the current financial year for which figures are available?

The MINISTER OF TRANSPORT  
AFFAIRS:

(1) (a) and (b)

1980  
April  
May  
June  
July  
August  
September  
October  
November  
December

*Handwritten:* 264  
1-10/1980  
3 days  
10/2/81

Actual  
RM  
358,2  
383,0  
361,4  
389,1  
386,6  
377,0  
391,0  
360,0  
353,1

(i)  
Budgeted  
Monthly  
RM  
340,8  
357,4  
360,7  
382,5  
376,4  
370,1  
387,1  
364,3  
352,4

Actual  
RM  
341,8  
360,7  
363,8  
364,1  
373,3  
367,9  
370,8  
378,5  
376,6

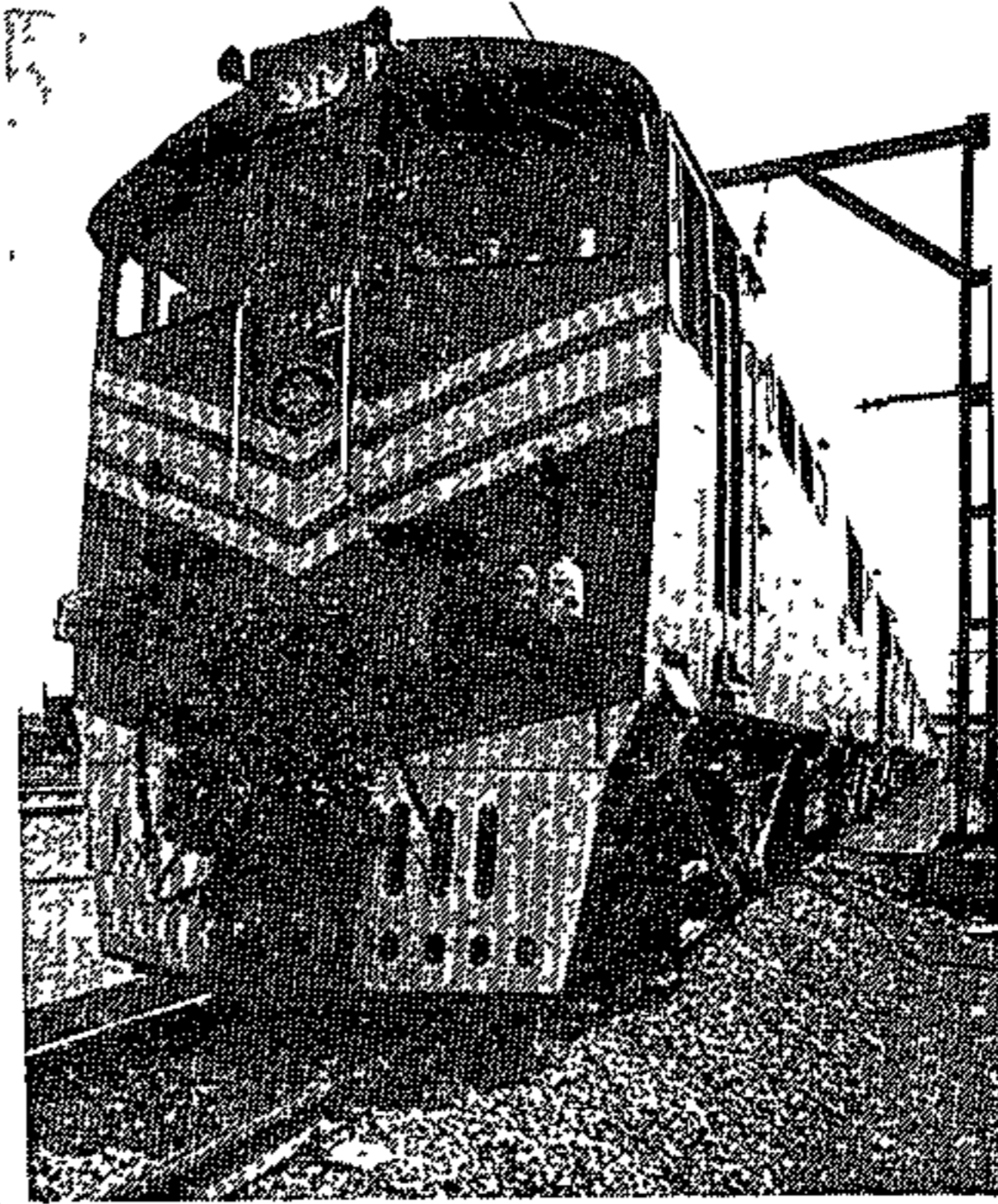
(ii)  
Budgeted  
Monthly  
RM  
353,8  
359,5  
364,2  
365,5  
370,7  
367,5  
367,1  
367,8  
366,6

(2) Not readily available.



on electric locomotives this financial year, and a projected R90,75m in 1981/82.

Equivalent expenditure on diesel locomotives is R31,16m and R59,46m



**Locomotive . . . SAR  
stepping up contracts**

This spending programme is to increase rolling stock to cater for the growing demands and massive volume increase of goods that SAR is, and will be, moving — notably when Richards Bay increases its coal export capacity to 44 Mt a year. The Railways will, by the end of the 1981/82 financial year, have increased expenditure on all new locomotives by 41% since the end of 1979/80 to R150,21m.

And it is forecast that an additional R177,7m will be spent in the next two years on increasing goods and coaching stock.

Part of the plan is to extend facilities, this is being done by electrifying major lines and by changing the brake system from vacuum to air brakes.

Says Taute "At the moment we are using air brakes in unit trains to transport, for example, coal, ore, containers and cars. But we've decided we are going to convert our entire fleet in a period of about 15 years

"It's going to cost a lot of money, but we'll be able to run much longer trains."

Taute adds that specifications are currently being drawn up and tenders will soon go out for Class 11E high voltage AC electric locomotives which will be used on the Richards Bay line. Higher axle loadings of these locomotives will handle 28 t/axle as opposed to 21 t/axle in Class 7Es

## RAILWAYS 269 Going loco

FM 13/2/81

Between April 1980 and last month, the SAR awarded contracts for 391 locomotives (electric and diesel), 918 coaches and 3 680 wagons. The total contract price is R541m. In-service costs, however, are calculated 11,8% higher at R605m

Price escalations will have to be absorbed in some way, agrees Johan Taute, SAR's chief engineer

Last year Chris Heunis, then Minister of Transport, announced SAR's intention to speed up electrification to a level where 80% of the t/km conveyed by SAR will be hauled by electric traction. This programme will be completed by 1985/6

Significant moves towards electrification have already taken place in rolling stock, with R75,38m scheduled to be spent

This higher axle loading is the same as that of the 9Es, currently in use on the Saldanha-Sishen line

# Loco in energy saving trial

269  
RDM  
16/2/81

Own Correspondent

CAPE TOWN. — South African Railways locomotives will blow off less steam in future — provided the "Red Baron" does what is expected of it.

The "Red Baron" — alias "Rooi Duiwel" or "L D Porta" — is a Class 25 locomotive which, painted a striking fire-engine red, steamed out of the Salt River Works, Cape Town, for Kimberley last week at the start of a year-long energy conservation experiment.

If successful, this could save the SAR millions of rands in the running costs of its remaining steam locos.

Several years ago the SAR embarked on a programme to phase out steam locomotives, but it has been pointed out that these are likely to remain part of the South African scene for some time.

So it has been decided to try and cut fuel bills for the remaining steamers through more efficient use of coal.

A Class 25 locomotive — the type that for many years was the mainstay of the mainline passenger service between the Cape and the Transvaal — was chosen for the conservation experiment.

A principle conceived by an Argentine engineer, Mr L D Porta, has been adapted to local conditions, and the two-month conversion was carried out at the Salt River Works under the direction of Mr Dave Wardale, assistant mechanical engineer, locomotives, of the SAR chief mechanical engineer's office in Pretoria.

Mr Wardale named the repainted loco "L D Porta" in honour of the man whose idea inspired the conversion — but on seeing it in its bright new livery, other railwaymen had other ideas, and "Red Baron" seems to be the nickname that has stuck.

Further adjustments are to be made to the big locomotive in Kimberley, and it will then be based in the Free State for the experimental period.

Mr Johan Slabbert, deputy mechanical engineer, locomotives, at the Salt River Works, said the idea of the experiment was to conserve energy through more efficient use of coal.

He said that if the experiment succeeded there should be a saving of up to 35% in optimum conditions.

SCS  
BUS

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FACULTY OF COMMERCE

Kwea Long Prize  
To the most outstanding final year B Com student.

J S Borok

Burroughs Prizes  
For B Com and/or CTA students

Best Student in Accounting A

G R Kettles

Best Student in Accounting B

A Karabus

Best Student in Accounting C

D Lurie

The Cape Society of Chartered Accountants Prizes

Best Student in Final Accounting

(Accounting C)

D Lurie

Best Student in Final Accounting

(Accounting B)

A N Alhadeff

J R Winnears Medal for Auditing

Best Student in Auditing B

A N Alhadeff

Leonard Fine Prize

For the best student in Business Science IV.

R B Goldblatt



# Rail services to the north

## bogged down

By JEREMY BROOKS

RAIL services in countries to the north of South Africa have been seriously hampered by congestion and heavy rains.

An embargo has been placed by South African Railways on all northward-bound goods destined for Zimbabwe, Botswana and Zambia to allow the Zimbabwean authorities time to clear their backlog.

And a rail bridge on Zimbabwe's main link with Mozambique has been damaged by the swollen Limpopo.

Mr J C van Rooyen, public relations officer for the South African Railways confirmed that a request for the embargo was made by National Railways of Zimbabwe (NRZ) last week. The embargo also affects all goods bound for Botswana, whose rail links are administered by NRZ, and Zambia.

Some goods, including mine explosives and petroleum products, have been excluded from the embargo," Mr Van Rooyen said. "We have no idea how long the embargo will last and are waiting for further information from Zimbabwe."

A spokesman for NRZ said from Bulawayo that the embargo would continue "until further notice" and would not apply to petrol, oil, perishables or container traffic.

It had been made necessary by the heavy increase in carriage tonnage standing on the lines of both the NRZ and SAR.

"There has been a considerable increase in the levels of imports from and through South Africa for all those countries mentioned," he said.

"These increases are far in excess of NRZ capacity and include large quantities of fertilizer."

The spokesman said that Zimbabwe's capacity to move traffic was also being seriously impaired by "poor locomotive availability", due to a shortage of artisans to effect repairs.

Zimbabwe has also been experiencing heavy rains which have affected NRZ's signalling system, leading to a slow-down in rail traffic.

"Steps have been taken to improve the availability of locomotives so that the backlog can be cleared as quickly as possible. They include a reduction in the frequency of daily scheduled passenger trains to and from Victoria Falls and a request to SAR to increase the number of diesel locomotives on hire to us," he said.

The embargo would probably apply for about two weeks but would be reviewed on a daily basis, he added. Traffic from the affected countries to South Africa has not been affected.

In Mozambique a mainline bridge over the Limpopo on the rail connection between Maputo and Chicualacuala (formerly the Malvernia border post) has been damaged and rail services there have been suspended.

CHEMICAL

- For the best student in each of the 2nd, 3rd and final years.
- Corporation Medals
- Second Year (Bronze Medal) Miss G C Littlewort
- Third Year (Silver Medal) Miss N C Davidson
- Fourth Year (Gold Medal) P M Salmon  
T J Cumming  
D P Weeks

Cooper also offers information on services and fees (both in-patient and out-patient) at provincial hospitals for comparison purposes. In conclusion, she makes the following points:

- (i) In general, more concern is shown for skilled workers, who are difficult to replace, than for unskilled workers (that is, there is a skill and a race bias in the provision of services).
- (ii) Medical aid schemes, and to a lesser extent medical benefit schemes, emphasise curative rather than preventive medicine.
- (iii) The benefits extended by medical benefit schemes are much less comprehensive than those extended by medical aid schemes.

It may not be in the interest of workers who move frequently from one industry to another, to contribute to medical schemes. Most schemes require contributions for 13 to 16 weeks before a member is eligible for benefits and benefits often increase with length of membership.

#### 6. NUTRITIONAL STATUS AND POLICY

Two papers dealt with nutritional status indicators in South Africa - those of Du Plessis *et al* (\*30) and Neill White (Vol.2). In addition, a condensation of statistics on child nutrition in various parts of the country was provided as background and material. These studies show that there is a far greater proportion of children who are malnourished in rural areas than in urban ones, even among children in urban squatter areas. White shows that, using the arm circumference test, the proportion of malnourished children aged 1-5 years was 1,9% in Crossroads compared with 7,4% in Ngutu in KwaZulu, and he quotes other studies which find an incidence of 12% in Tsovo, Transkei, and 13,8% in the Muldersdrift farming area near Johannesburg. (The arm circumference method is an extremely conservative measure of malnutrition. In Tsovo, over 30% were malnourished by reference to the

Boston third percentile, and children with oedema are not picked out by this method).

Using the Gomez classification, Du Plessis *et al* show that 'severe' and 'moderate' growth retardation as measured by weight for age was higher in urban than rural Ciskei locations between 6 and 23 months (6% compared with 3%) but at 2-3 years it was lower (7% compared with 10%), and again at 7-8 years (22% compared with 34%). This could have been due to earlier weaning in urban areas. Retardation in height gain is also greater in rural areas than urban, although the proportion retarded in both areas was considerable and again increases with age. The Gomez classification is also a conservative measure, 'moderate' malnutrition being defined as between 60 and 74% of the Harvard standard of weight for age. Many authorities regard any child falling below the Boston third percentile, i.e. about 25% of the Harvard standard, as severely growth-retarded. Thus, some of the 25% to 53% of children who are classified as 'mildly' malnourished by weight for age by Du Plessis would also be classed malnourished by this criterion.

Some authorities consider weight for height a better indicator of malnutrition, those with normal body proportions not suffering from any functional defect; although association has been found in Durban between height for age and school performance, and Thomas (Vol.2) found that children below the Boston third percentile in weight for age deteriorate if untreated whether or not they have normal body proportions. Again rural children were worse off than urban ones in the older age groups and the proportion with low weight for height increased with age.

Du Plessis *et al* attribute this poor nutritional situation to non-recognition of nutritional disease and the ignorance of healthy feeding patterns. Statistics on malnutrition from other surveys confirm the rural-urban discrepancy, although there are very few random studies which give a true picture of nutritional status of the community (clinic and hospital samples are useless for this purpose).

What happens to children who are malnourished? In East London, Trudy Thomas (Vol.2) followed up a sample of children with mild malnutrition (below the third percentile but without clinical signs) who were not admitted to hospital but were treated as outpatients with supplementary food, advice and bus fares where necessary for follow-up, and found that 51% of them had died within 6 weeks. But hospitalisation too is often ineffective. 14% of children hospitalised died within 6 weeks of discharge. Hospitalisation with follow-up and milk after discharge offered the best chances of



# Budget shock: rail, air fares up

269  
STAR  
23/2/81

By Peter Sullivan, Political Correspondent

The Assembly

Shock increases in rail and air fares were announced during the Railways and Harbours Part Appropriation Bill today pushing main-line fares and domestic air fares up by 15 percent with suburban train fares going up by slightly less.

With costs of sending goods by trains all jumping by a staggering 13,3 to 16 percent the wide range of increases is likely to send inflationary ripples through the entire economy.

Fares for passengers and air cargo on domestic air routes are to be increased by 15 percent but fares on international flights will be maintained at the same level. Charges for services at harbours are also to go up but wharfage tariffs will be held at present levels.

The cost of sending petrol from Durban to the Reef is to be increased by 0,45 cents a litre and diesel by 0,34 cents a litre.

Making his first Railways Budget speech, the new Minister of Transport Affairs, Mr Schoeman, also announced salary increases for Railways personnel in line with those given to other public servants.

## Payout

In a R225-million pre-election payout, he said the salaries of whites would be increased by an average of 12,5 percent from April.

Blacks, Indians and coloured people are to get a 15 percent increase to narrow the salary gap in accordance with Government policy, Mr Schoeman said, but he did not disclose further details.

However, he did say all non-white employees would be accorded salary status.

White pensioners are to get a 10 percent increase and other Railway pensioners will get 12 percent.

## Increase

The biggest increase in the rail tariff increases will be for Blue Train tickets, which will now cost between 30 and 50 percent more.

Mr Schoeman said it was internationally recognised as the world's most luxurious train and was patronised mainly by visitors from abroad. However, even at the new rates, revenue would not cover the total costs.

Of more importance to the man in the street is

## Salute to toilers after Karoo flood

Political Staff

**THE ASSEMBLY** — More than 1 000 workmen toiled for long hours to repair within a week the damage to railway property during the Karoo floods, the Minister of Transport Affairs, Mr Schoeman, said today.

Introducing the Railways and Harbours Part Appropriation Bill, he paid tribute to their efforts.

"I personally visited the scene and the manner in which the staff set about the problem was a great source of encouragement to me.

"The task was approached systematically and efficiently and everything possible was done to assist.

"The target which was set to reopen the railway line to traffic within a week, and the task of aiding our own staff who were involved, as well as the flood victims, were tackled with commendable and spirited determination."

Budget: 269  
rail, air fares up

from page 1

that suburban fares for weekly and monthly tickets are to go up by less than the average 15 percent.

While Mr Schoeman did not spell out details, he did give some examples of the increases in costs of weekly tickets.

● Johannesburg to Dube (18 kilometres) goes up from R1,07 to R1,20.

● Durban to kwaMashu (21 kilometres) goes up from R1,16 to R1,30.

● Cape Town to Mitchell's Plain (32 kilometres) goes up from R1,43 to R1,55.

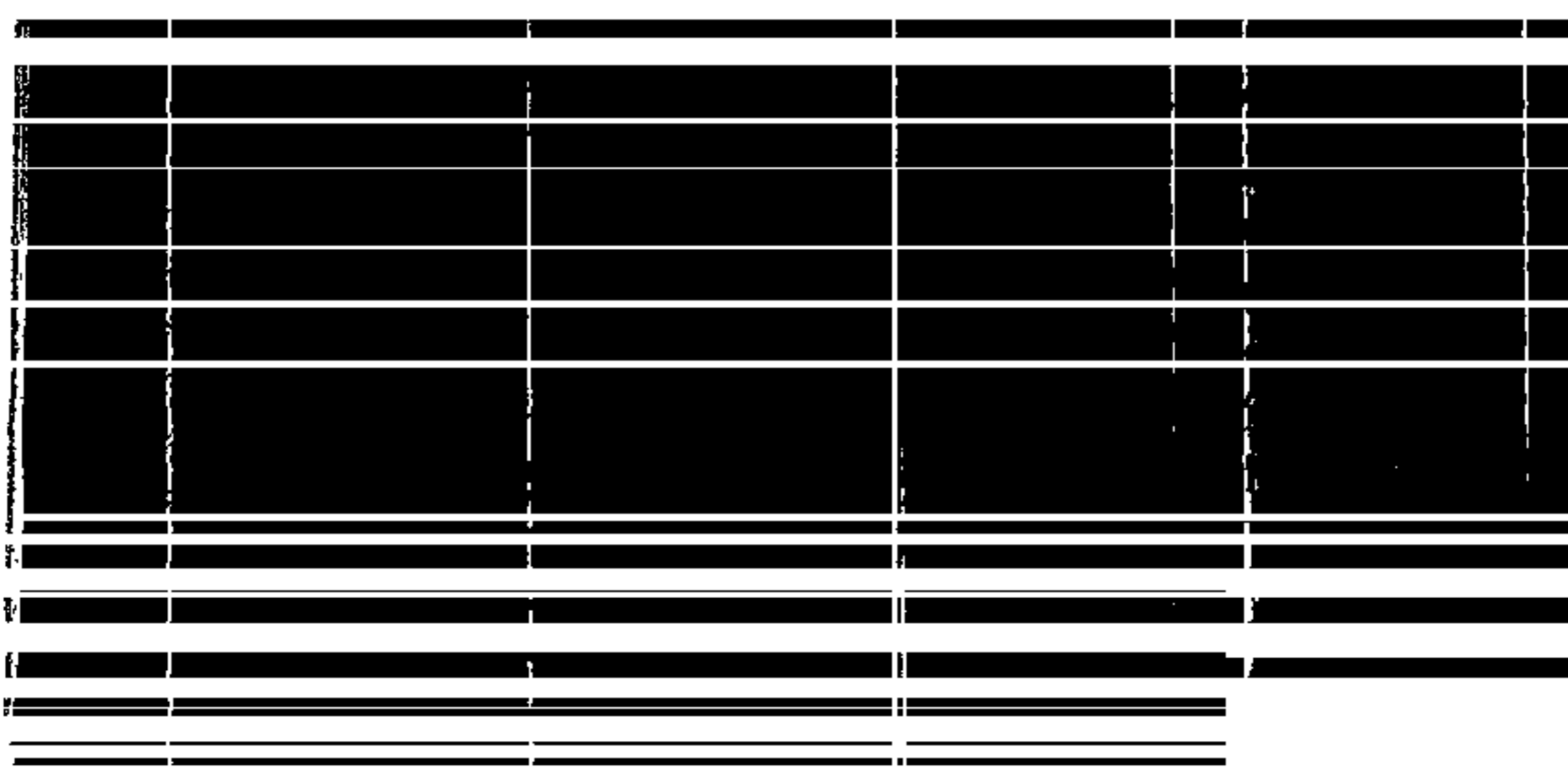
Other increases of general interest to Railway users include unit container rates going up by 15 percent and empty containers by 20 percent.

Low-rated goods traffic will go up 16 percent and high-rated traffic by 13,3 percent.

The cost of transporting coal goes up 16,6 percent but in spite of this it will still be conveyed at a loss.

Agricultural products are mainly in the lower-tariff class, and the tariff increase here averages 15,8 percent. Livestock rates go up 15 percent.

Looking at the Railways mini-budget as a whole, tariff increases are going up by an average of 12,8 percent which is slightly lower than the expected rate of inflation.





# New mainline fares

RPM 24/2/81

By JEREMY BROOKS

269

THE emphasis in the Railways mini-budget had fallen on the worker commuting regularly to and from suburban areas. Low percentage increases of 12% were added on to weekly rail fares as opposed to 18% on ordinary return fares.

New mainline fares which come into effect on April 1 are:

	First Class		Second Class		Third Class	
	Old	New	Old	New	Old	New
Johannesburg to Durban	R37,55	R43,15	R25,05	R28,80	R11,45	R13,15
Cape Town	R72,70	R83,65	R48,50	R55,75	R22,20	R25,50
Bloemfontein	R21,45	R24,65	R14,30	R16,45	R 6,55	R 7,50
Kimberley	R25,80	R29,70	R17,20	R19,80	R 7,85	R 9,05
East London	R52,20	R60,00	R34,80	R40,60	R15,90	R18,30
Port Elizabeth	R55,85	R64,20	R37,20	R42,80	R17,05	R19,60

Blue train fares were increased by between 30% and 50%. The standard fare from Johannesburg to Cape Town increased from R125 to R165, while the super luxury fare went from R205 to R310.

A new fare structure has been introduced on the the Drakensberg Express, travelling from Johannesburg to Durban, which includes the price of meals, bedding, and coffee. The present fare (normal first class plus 15%) with these extras included amounts to R56,80. The new fare will be R67.

Domestic air fares and cargo rates were also increased by 15% in an attempt to balance the loss of R64-million which the airline suffered in the past 12 months.

The new fares (all economy class) are:

	old	new
Johannesburg to Durban	R55	R63
Cape Town	R99	R114
Port Elizabeth	R84	R97
Bloemfontein	R48	R55
East London	R74	R85
Windhoek	R92	R106

The new cargo rates:

	old		new	
	-45kg	+45kg	-45kg	+45kg
Johannesburg to Durban	51c	38c	59c	44c
Cape Town	R1,08	81c	R1,24	93c
Port Elizabeth	78c	59c	90c	68c
Bloemfontein	39c	29c	45c	33c
East London	67c	50c	77c	58c
Windhoek	99c	74c	R1,14c	85c

Suburban rail fares increased by an average of 15%:

Cape Town to	Distance (km)	First Class (weekly)		Third Class (weekly)	
		old	new	old	new
		Simonstown	36	R6,25	R6,85
Woodstock	2	R1,15	R1,30	37c	40c
Claremont	10	R2,35	R2,65	77c	85c
Nynberg	13	R2,80	R3,15	89c	R1,00
Muizenberg	25	R4,60	R5,10	R1,27	R1,40
Nyanga	20	R3,85	R4,30	R1,70	R1,85
Stellenbosch	48	R7,60	R8,30	R1,70	R1,85
Bellville	19	R3,90	R4,15	R1,10	R1,25

Johannesburg to:	Distance	Old	New	Old	New
Verwoerdburg	61	R8,55	R9,40	R1,87	R2,00
Krugersdorp	32	R5,65	R6,25	R1,43	R1,55
Roodepoort	19	R3,70	R4,15	R1,10	R1,25
Florida	14	R2,95	R3,30	93c	R1,05
Springs	48	R7,60	R8,30	R1,70	R1,85
Brakpan	38	R6,55	R7,15	R1,54	R1,70
Benoni	30	R5,30	R5,95	R1,38	R1,55
Germiston	14	R2,95	R3,30	93c	R1,05
Vereeniging	75	R9,55	R10,50	R2,04	R2,20
Kempton Park	28	R5,05	R5,60	R1,34	R1,50
Pretoria	70	R9,20	R10,10	R1,98	R2,10
Dube	—	—	—	R1,07	R1,20

Bus fares will increase by between 15% and 20% on first class tickets, and 8% on third class.

Tariffs, according to distance, are:

Distance	First Class		Third Class	
	Old	New	Old	New
100km	R3,90	R4,45	R2,50	R2,75
200km	R7,85	R9,00	R4,95	R5,55
300km	R11,75	R13,55	R7,40	R8,40
400km	R15,70	R18,05	R9,85	R11,20
500km	R19,60	R22,60	R12,30	R14,00
1 000km	R39,10	R45,20	R24,50	R28,00

Some examples of the increased fares are:

Johannesburg to	Distance	First		Third	
		Old	New	Old	New
Rustenburg	127km	R5,10	R5,80	R3,20	R3,60
Meyerton	51km	R2,15	R2,40	R1,35	R1,50
Mafeking	315km	R12,35	R14,20	R7,75	R8,80
Umtata	940km	R36,75	R42,45	R23,00	R26,30

# SA airports 'b

THE ASSEMBLY — Airports in South Africa were obsolete and badly planned, Mr Ray Swart (PFP Musgrave), said in Parliament yesterday.

He said this was particularly true with regard to passenger comfort.

The Railways budget would be a further financial blow to the South African public, which

was already repeated cost increases more and more average persons meet.

The Minister Mr Hendrik S. given any indication was any chance man in the street. "We have

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FACULTY OF ENGINEERING



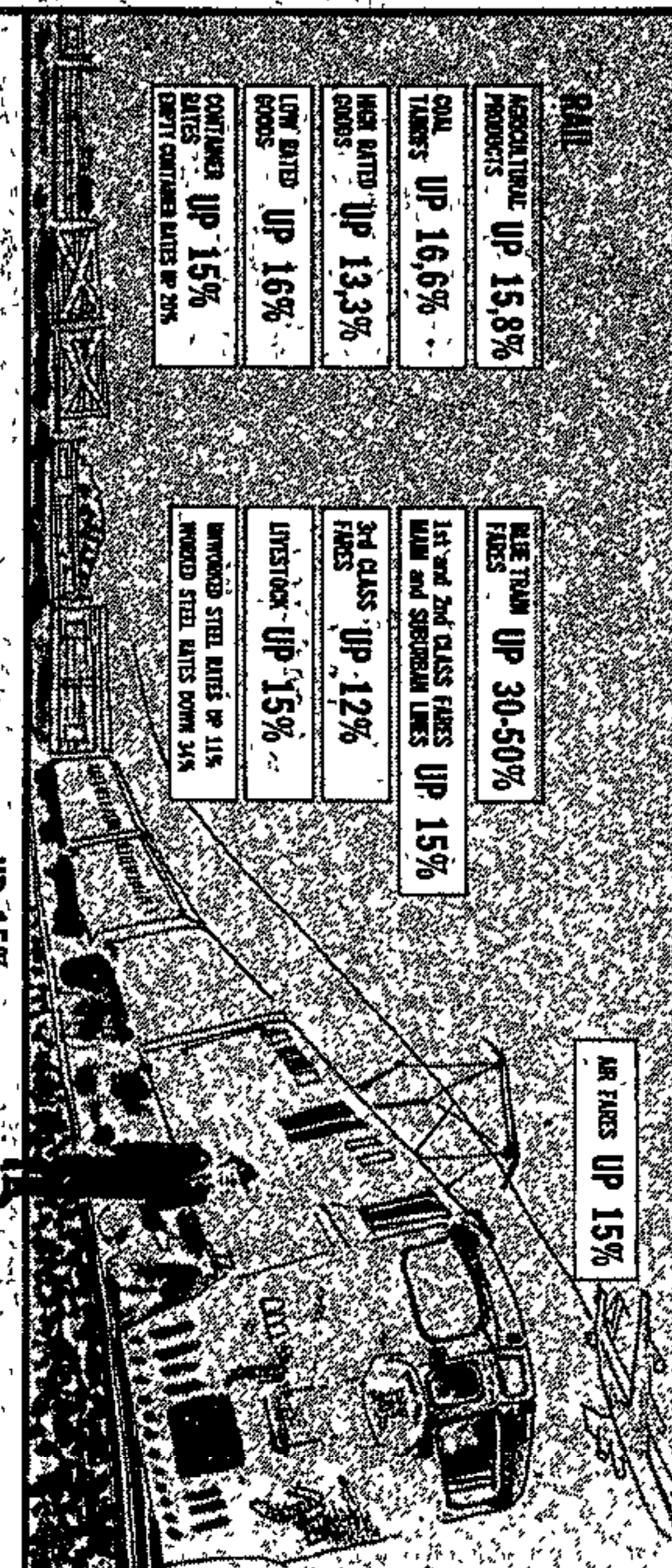
# Rail charges set to stock up inflation

RPM 24/2/81

269

150

## Up go travel costs



<b>GRAIN</b>	<b>AGRICULTURAL PRODUCTS</b>	<b>AGRICULTURAL PRODUCTS</b>	<b>RUE TRAIN FARES</b>	<b>AIR FARES</b>
UP 15.8%	UP 15.8%	UP 15.8%	UP 30-50%	UP 15%
<b>COAL</b>	<b>COAL</b>	<b>COAL</b>	<b>1st and 2nd CLASS FARES</b>	
UP 16.6%	UP 16.6%	UP 16.6%	UP 15%	
<b>IRON ORE</b>	<b>IRON ORE</b>	<b>IRON ORE</b>	<b>3rd CLASS FARES</b>	
UP 13.3%	UP 13.3%	UP 13.3%	UP 12%	
<b>LOW PRICED GOODS</b>	<b>LOW PRICED GOODS</b>	<b>LOW PRICED GOODS</b>	<b>LIVESTOCK</b>	
UP 16%	UP 16%	UP 16%	UP 15%	
<b>CONTAINERS</b>	<b>CONTAINERS</b>	<b>CONTAINERS</b>	<b>RAILWAY STEEL RATES</b>	
UP 15%	UP 15%	UP 15%	UP 11%	
<b>CRUDE OIL</b>	<b>CRUDE OIL</b>	<b>CRUDE OIL</b>	<b>RAILWAY STEEL RATES</b>	
UP 20%	UP 20%	UP 20%	DOWN 3%	
<b>PETROL</b>	<b>PETROL</b>	<b>PETROL</b>	<b>ROAD FARES</b>	
UP 0.48c per l.	UP 0.48c per l.	UP 0.48c per l.	UP 15%	
<b>DIESEL</b>	<b>DIESEL</b>	<b>DIESEL</b>	<b>SALARIES</b>	
UP 0.34c per l.	UP 0.34c per l.	UP 0.34c per l.	UP 12.5%	
			<b>PENSIONS</b>	
			UP 12.2%	

A breakdown of the increases in travel and transport costs announced in Parliament yesterday by the Minister of Transport Affairs.

been regarded as inevitable.

Although there would be a ripple effect on the cost structure of the whole economy, it appeared the Railways administration had tried to keep tariff increases to a minimum.

"It none the less illustrates the parasitic nature of the current inflation, and the need to take active steps to break the wage-price spiral," he said.

This gave a special significance to the top-level meeting of public and private sector representatives being called by the Minister of Finance next month to view the overall inflation situation.

The vice-president of the Afrikaanse Handelsinstituut,

tariff hikes — fuel excepted — would raise inflation by 0,1%.

But the fuel transport tariff rise would probably lead to a 0,5c/l increase in the fuel price, and thus add another 0,1% to the inflation level.

The total effect on inflation would, however, be stronger because of the indirect effects on consumer prices.

The director of the Federated Chamber of Industries, Dr J C van Zyl, said the need to maintain an efficient transport system for a fast-growing economy was a main contributing factor in the extent of the increases.

Professor George Menzies Prize  
Awarded on results of final  
examinations to the best

RAND DAILY MAIL, Tuesday, February 24, 1981

# Rail charges set to push prices up

eventually be reflected in consumer prices at least to some extent.

The president of the Trade Union Council of SA, Mr Andre Malherbe, said the higher tariffs would add more momentum to the inflation spiral.

He agreed the lower income groups would be most seriously affected.

The executive director of Assocom, Mr Raymond Parsons said the increases had

From Page 1

Mr I J Steyn, said the AHI welcomed the news that the Minister had set the average tariff rise at 12,8%, below the present inflation rate.

It would help combat inflation if the Government could follow the example of the Railways in similarly pegging the level of administered prices.

Mr Steyn estimated that the

FACULTY OF ENGINEERING



# Rail fare increases: Blacks say they will suffer more than any other group

By DIAGO SEGOLA

BLACK people in Johannesburg yesterday expressed shock at the announcement that train fares are to go up by an average 15% from April 1.

They said employers should subsidise the rising costs by increasing the wages of their workers.

Commenting on the increase in rail fares, Mr Steve Kgama, the chairman of the Urban Councils' Association of South Africa, said: "When salary increases are announced by the Government we should not only rejoice, but we should prepare

ourselves for shocks because it is the practice of the Government to give with a small hand and take away with a very big, strong hand.

"Since the Nationalist Government came to power, salary increases have always been followed up with escalating price increases.

"The train fare increases, which will mostly hit black people, is greatly regretted because black people rely heavily on public transport, particularly trains," he said.

Mr Kgama said blacks had received the least from salary

increases announced recently in Parliament.

And increases which had been granted did not cover the ordinary man in the street but professional people who used their own transport, he said.

The general secretary of the National Union of Clothing Workers, Mrs Lucy Myvubelo, said it was shocking that the prices of so many commodities, rents and fares were going up but wages remained stagnant.

"It is time employers subsidised the costs of their workers.

"It is blacks who mostly use

trains and the employers should upgrade their wages," Mrs Myvubelo said.

Mr Isaac Buthelezi, a member of the Soweto Council, said blacks were in trouble because they were earning virtually nothing.

"With rents having gone up so steeply, the poor are being squeezed and trampled underfoot."

A worker in the city, Mr Hansen Radebe, said the increased fares would hit his family hard.

"My wife, children and I depend on the train to go to work

and to school.

"Rents and food have gone up and we have hardly recovered from this blow. Now fares are going up.

"We will now have to stop using taxis to go to the station in an effort to keep our expenditure down but this would mean our day will have to start much earlier in the morning," he said.

Another city worker, Miss Jane Dlamini, said employers would have to increase wages if workers were to cope with spiralling costs.

"Already the strain is too much to bear," she said.

the best student in each the 2nd, 3rd and final years.

Second Year (Bronze Medal)

Miss G C Littlewort

Third Year (Silver Medal)

Miss N C Davidson

Fourth Year (Gold Medal)

P M Salmon

T J Cumming

D P Weeks

J H Rens

B F McClelland

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the first year student  
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Cragg

# New railway concession

## travel plan for over 60s <sup>269 5012 R</sup> 7d21/51

By Richard Paris  
Transport Reporter

South Africans of all races over 60 are to be offered a 40 percent discount on main line and commuter trains during off peak periods from April 1.

The superintendent of passenger services of the Railways, Mr H J Coetzee, said last night the new "40 off" plan was being introduced in first and second class in an effort to improve passenger traffic out of season in the case of main line trains and after the peak rush hours on commuter trains.

"We also want to offer this concession to the over 60s as we know they are usually the hardest hit by increased rail fares," he added.

Rail fares go up by 15 percent from April 1, along with domestic air fares.

"Anyone over 60 who happens to be in South Africa may use it but they must complete an application form — available from any SAR ticket office from next Monday — submit two black and white photographs 32 cm by 25 cm and produce documentary evidence that they are over 60.

"Applications will be processed at SAR headquarters in Johannesburg and a special card, valid for 12 months, will be issued within a week," said Mr Coetzee.

The concession will be valid on all main line trains, except the luxury Blue Train and the Drakensberg Express from April 23 to June 23, August 5 to September 24, October 14 to November 2 and January 21 1962, to March 25 next year.

The discount applies on all first class commuter trains from April 1, to March 31, next year on any

service departing after 9 am.

"We cannot extend the '40 off' scheme to the third class (used by the vast majority of blacks) as these fares are still well below even the discounted first and second class fares," Mr Coetzee said.

Examples of one way fares are Johannesburg-Pretoria ordinary R2 05, "40 off" R1 25; Germiston ordinary 55c, "40 off" 35c; Benoni ordinary 95c "40 off" 60c.

Johannesburg - Durban (ordinary first class) R43,15, "40 off" first class, R25 90; (ordinary second class) R28 80, ("40 off" second class) R18,30.

Johannesburg - Cape Town (ordinary first class) R83 65, ("40 off" first class) R50 20, (ordinary second class) R55,75 ("40 off" second class) R33 45.



These figures are interesting in that they show that this

## RAILWAYS BUDGET

### Political pay rise

FM 27/2/81

Although the statutes of the SAR & H stipulate that the undertaking must be managed and operated on the strictest business principles, there will be strong doubts in the business community about the extent to which this week's Railways Part Appropriation Bill was motivated by business considerations.

According to Transport Affairs Minister Hendrik Schoeman, the administration seems set to close the 1980-81 financial year with a surplus of R23m, some R19m better than the original estimate -- which was based on steeply increased rates imposed last March and calculated to lift revenues by R361m.

The 1981 "profit" will have been achieved despite a crushing loss of R596m on rail passenger services and another negative (R64m) performance by the airways division. According to Schoeman, passenger fares at existing rates cover no more than 28% of cost, and this includes Treasury "assistance" running at R241m to ease the Railways' burden of "social responsibility".

The question users of the administration's services will now be asking is whether the extent of the current rates increases is justified. There is nothing wrong with efforts (which have been going on since Ben Schoeman reluctantly agreed to the recommendations of the Marais Commission in the mid-Sixties) to bring about closer alignment between charges and costs on the various services and the various categories of freight.

But was another massive wage hike justifiable? Seen from government's point of view, it probably was.

In theory, clinic fees are worked out on the income, but in practice, everyone, whites paid 50 cents for a visit. This fee included prescribed.

Utilisation of the clinic was as follows:-

Total visits to General Clinic per a	
Whites	5%
Africans	5%
'Coloureds'	90%

Since the white population of Nieu Bethesda about 4% of the total, the figure for white is average. Africans comprise 12% of the therefore would appear to use the service about often per capita as whites and 'coloureds'.

During a twelve month period	9%
27 whites attended ANC clinics	0,6%
2 Africans " " "	90,0%
269 'Coloureds' " " "	

These figures are interesting in that they show a high level of utilisation by whites and a low level by Africans.

During the same twelve month period	10%
2 African women were confined in Bethesda	90%
19 'Coloured' women " " "	

For the post natal clinic attendances were as follows:-

18 white women	3%
29 African women	5%
573 'coloured' women	92%

Figures for family planning were not available.

It would have been politically unwise not to accord the administration's 270 000-odd employees and pensioners an increase so soon after public sector employees got R720m -- even though Railways staff got R385m last April. After all railmen at a vote.

The most extraordinary thing about the wage package is that it was not awarded in response to any degree of militant agitation but almost as a gratuitous hand-out which the finances of the administration could not afford at this stage. And the 12.5% increase proudly defended by Schoeman as being responsible and well under the going rate of inflation of 15.7% comes on top of the normal annual round of incremental and merit increases which are built into workers' conditions of employment.

The question Hendrik Schoeman failed to answer in the debate on the Railways Part Appropriation was whether the wage hike and the tariff increases it triggered were in the best interests of the Railways as a business and the economy of the country as a whole.

It is all the more extraordinary in view of the fact that only last week Finance Minister Owen Horwood called for combined action by the public and private sectors to get together and work out a strategy to combat inflation.

While the overall rates increase averages out at something less than the rate of inflation, it will nevertheless ripple through the economy. It's a fair bet that the higher rates will set off a series of "retaliatory" price increases including those industries (steel, coal, timber and electric power) of which the SAR & H is a major customer.

1. Minor ailments, including V.D.
2. Post natal care
3. Child immunisation and welfare
4. Tuberculosis
5. Family planning



# 'No rail raises after the election'



269  
Aug 26/2/81 Mr Hendrik Schoeman

CHEMICAL

### Parliamentary Staff

TARIFFS had to be increased if the Railways was to continue to serve the growing needs of the country, the Minister of Transport Affairs, Mr Hendrik Schoeman, told the Assembly yesterday.

He said, however, that he could assure farmers there would not be another rail tariff increase in the next 12 months.

Replying to the second-reading debate on the Railways and Harbours Part Appropriation Bill, Mr Schoeman rejected Opposition arguments against the proposed rail tariff increases announced by him earlier this week.

He said rail tariffs were increasing more slowly than the rate of inflation.

### SALARY INCREASES

Taking 1970 as base, the consumer price index had risen by 270 percent and rail tariffs by 195 percent.

Opposition members could not demand salary increases for Railway employees and still expect tariffs to remain unchanged.

Mr Schoeman rejected a suggestion from Mr Harry Schwarz (FFP, Yeoville) that rail tariffs might be increased again after the General Election.

'If we wanted to be dishonest, we could have held over the present increase, coming into effect on April 1, until after the election,' Mr Schoeman said.

In future, the tariffs on uneconomic services of the Railways would have to be raised at a higher rate than those for economic services.

## QUOTES

POSTAL services are the lifeblood of most businesses in the country, and the Post Office is really the partner in many of these businesses. Wrong action could be counterproductive to the Post Office itself. — Mr Alf Widman (PFP, Hillbrow).

★  
THE mail service is in no way keeping pace with South Africa's economic development. — Mr Brian Page (NRP, Umhlanga).

★  
THE Department of Posts and Telecommunications has set a shining example of management expertise of which the private sector can rightly be envious. — Mr J P I Blanche (NP, Boksburg).

★  
MANY women are becoming the breadwinners in their families and there is no reason why they should do this at a lower rate of pay. — Mr Fanie Botha (Minister of Manpower Utilisation).

Reacting to criticism from Mr Rupert Lorimer (PFP, Orange Grove) about the lack of bar facilities at Cape Town station, Mr Schoeman said: 'We have enough other priorities to worry about the building of bars for the honourable member.'

The Minister also dismissed an Opposition plea for more protection for passengers on suburban trains against crime.

He said 165-million passengers were transported on suburban trains a year and there was only one crime for every 165 000 passengers.

Replying to Opposition criticism about congestion and inadequate facilities at airports, Mr Schoeman admitted that mistakes

had been made in the past in the planning of facilities.

### 'EXPLOSION'

But there had been an 'explosion' in air transport and this could not have been foreseen, he said.

Much of the overcrowding at airports was caused by people meeting and seeing off passengers. Consideration would have to be given to charging such people an entrance fee at airport buildings.

The Railways would consider extending to families the travel concession at present granted to the aged.

Both Opposition parties opposed the second reading of the Bill during a division. Opposition amendments were rejected and the Bill was read a second time.



# SAR is cheated out of millions

26/2/81  
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By JEREMY BROOKS

SOUTH African Railways is losing between R15-million and R20-million — 10% of passenger revenue — every year because passengers fail to pay correct fares or deliberately mislead officials, according to the SAR & H report for 1980.

Management have decided that the present system of fare collection from mechanical ticket machines and the examination of tickets no longer effectively controls revenue.

They are considering replacing it with an automatic fare collection (AFC) system using magnetically encoded tickets and automatic barriers.

Passengers, said the report, were evading fares by

- Entering platforms on low-value tickets and claiming at the exit to have travelled from a nearby station
- Holding tickets — especially season tickets — valid for the first and latter part of a journey, but travelling free on the central section
- Re-using tickets handed back through fences or over barriers
- Multiple use of single and return tickets and re-use of expired tickets, and forging tickets

Examination of tickets at barriers was not always easy because collectors were pressed for time by long queues of commuters, the report said. This made it difficult for them to dispute explanations offered in cases of invalid tickets.

A pilot scheme has been launched by the SAR to determine the reliability of AFC and its acceptance by the public on the Simpan/Kutalo/Kwesine section near Germiston.

○ Railway's headquarters announced yesterday that from April 1 any person of 60 and older, and of any race, will be eligible for a 40% discount on off-peak rail travel if in possession of a "40-off Card".

The card will be valid for one year and can be obtained by handing in a completed application form at any ticket office, with two recent black and white photographs (2.5cm by 3.2cm) and R10 (postal order, cheque or cash).

Applicants must show proof of identity and age — Sapa

# Lorimer charges denied

HOUSE OF ASSEMBLY

The Minister of Transport, Mr Hendrik Schoeman, yesterday denied an opposition allegation that South African Airways had allowed 600 tons of export grapes to rot last December

He was replying to an accusation by Mr Rupert Lorimer (PFP, Orange Grove) who said he had been told by an airline in a pool partnership with SAA that the grapes had rotted at DF Malan airport because SAA could not handle the load and had refused to allow another airline carry the cargo.

Mr Schoeman said he had

had the allegation investigated and it was devoid of truth. "Not one ton of grapes rotted."

Replying to Mr Lorimer's criticism over the proposed new administrative building for the South African Railways, Mr Schoeman said a large percentage of the R57 million budgeted for the block would be spent on an underground computer centre.

The computer centre would be built underground for security reasons, he said — Political Correspondent and Political Staff



# SAR is not inefficient, says Schoeman

CT 26/2/81  
269

HOUSE OF ASSEMBLY — Rail tariffs were increasing more slowly than the rate of inflation, the Minister of Transport, Mr Hendrik Schoeman, said yesterday

"Taking 1950 as a base, rail tariffs have risen by an average of 332 percent while the consumer price index rose by 495 percent," he said in the second reading debate of the Railways and Harbours Part Appropriation Bill

Mr Schoeman said that with 1970 as a base, the CPI had risen by 270 percent and rail tariffs by 195 percent

Tariffs had to be increased if the railways was to continue growing to serve the needs of the country. Opposition members could not demand salary increases for railway workers and still expect tariffs to remain static

Train commuters were being subsidized with R300 m and carried only 27 percent of the costs of their own transport

The government was introducing the tariff increases from April 1, before the general election, and could not be accused of electioneering

In future, tariffs on uneconomic services would have to be raised at a higher rate than those for economic services

Mr Schoeman said South Af-

rican Airways could not be blamed for any shortage of tourists in the country

"The problem of tourists lies not with SAA but with private enterprise. There is not enough hotel accommodation. Private enterprise must be encouraged to provide more. SAA can transport tourists left, right and centre."

Mistakes had been made in the past in the planning of airports, mainly because the explosion in air travel could not have been foreseen. New airports would in future be planned differently

Problems with flight reservations by telephone were being sorted out, Mr Schoeman said. Delays in flight departures last year were caused largely by hail damage to one-third of the SAA fleet

Overcrowding at airports during weekends would have to be lessened by the imposition of an entrance fee for people other than passengers

The railways was considering extending to families the concession at present granted to the aged

South African Railways could not be accused of inefficiency. Its productivity had risen by 3.2 percent since 1971 while there had been an overall decline in productivity elsewhere — Sapa

# Rail increases

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Angus  
25/2/81

# half the story'

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### Parliamentary Staff

THE Minister of Transport, Affairs, Mr Hendrik Schoeman, was urged in the Assembly yesterday to give an undertaking that there would be no further rail tariff increases after the General Election.

Mr Harry Schwarz (PFP, Yeoville) asked whether the tariff increases announced this week were 'only the tip of the iceberg' and said he believed the Railways mini-budget told only half the story of what was awaiting South Africa as far as inflation was concerned.

Speaking in the second-reading debate on the Railways and Harbours Part Appropriation Bill, Mr Schwarz said the Minister had announced the tariff increases without producing a set of accounts or any figures to justify the Government's action.

### UNDERTAKING

'All he says is that he wants this little increase now. What is going to happen after the election?' Mr Schwarz asked.

He said the Minister should give some undertaking as to what would happen during the rest of the year.

'We want that undertaking from him and we are not going to let him off the hook in this regard.'

The Minister had said that the 12.8 percent increase was substantially

below the anticipated inflation rate.

Mr Schwarz challenged the Minister to say what the inflation rate was that he anticipated for the rest of this year.

Mr Schoeman interjected: 'Not more than last year.'

Mr Schwarz: 'Not more than last year. So what in effect the honourable Minister is saying to us is that perhaps meat will go up to the same extent, perhaps food will rise by 30 percent. Is that what he is telling us?'

Mr Schoeman: 'The inflation rate will remain at about 15 percent. It will not be more.'

Mr Schwarz said the Minister was, therefore, prepared to tell the public that they had to face an inflation rate of at least 15.8 percent overall and that food prices might increase to the same extent as it did last year - another 30 percent and meat by another 57 percent.

'I want the Minister to say that from every platform when he goes to the country,' Mr Schwarz said.

The Government had to go to the people and tell them precisely what was going to happen after April 29.

The people had to be given the true picture because there was a reason why these things were taking place and why the election was to be held.

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# Fewer whites on trains since old station closed

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NM 25/2/81

## Finance Reporter

THERE has been a marked fall-off in the number of white passengers using the suburban rail service into Durban since the closure of the old Durban station last year.

The difficulties commuters are experiencing in reaching their places of employment in the centre of town as a result of the relocation of the main suburban passenger terminal to Berea Road is being blamed for the decline.

The system manager of the Railways in Natal, Mr G D van der Veer, confirmed yesterday the volume of white passengers using the suburban service had declined since the change took place in November.

He said officials were

busy conducting a survey to see the extent of the decline

Conversely, the number of blacks using the train service had grown by more than 12 percent last year — largely due to the improved economic climate and the availability of jobs, he said

## R805 000

The fact that people are shunning the train service because of problems in arriving at central city destinations, could be used as a strong argument for the provision of the rail shuttle service along the Victoria Embankment

The Minister of Transport, Mr Hendrik Schoeman, has already set aside R805 000 in his Railway budget tabled in Parlia-

ment this week for the provision of such a service should it be found to be necessary

Recently the Durban Corporation which is providing a bus service for train travellers from the Berea Road Station to the city, reduced the number of buses used on the route because of poor patronisation — further evidence of the dwindling number of white rail commuters.

## Under review

But yesterday Mr van der Veer emphasised the Railways would not take the decision to provide a rail shuttle service along the Victoria Embankment on its own

He said the whole ques-

tion — including the corporation's decision to provide a bus service for rail commuters, and the alternative of the Victoria Embankment rail link — was under review by the Metropolitan Transport Advisory Board and they would report back later this year on the best solution to these problems.

'We are not going ahead on our own. We are falling into the broader city planning framework. If MTAB makes a positive recommendation about the Victoria Embankment rail service, and all parties are in agreement, we will go ahead and build it. All the minister has done has streamlined the administrative work by voting the money for it in advance.'

# Someone's got to pay

NM 25/2/81

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CRITICISM of the Government's increases in train fares was inevitable in view of the undeniably inflationary effect these will have on the economy. However, it is difficult to see how Mr Hendrik Schoeman could have done otherwise in view of his need to garner funds to meet the huge wage bill arising from the decision to raise salaries from the beginning of April.

It is the taxpayer, of course, who will have to foot the R225 million bill by paying more for a wide range of commodities which will be affected by the cost structure changes which can be expected within the next two months. These extend from petrol and agricultural goods right through to passenger fares and the products of heavy industry. Unfortunately their impact is bound to increase the cost of living still further.

Passenger fares are also going

up, but we believe these cannot reasonably be called excessive. The weekly third-class fare between Durban and Kwa Mashu, a distance of 21 km, will increase by only 14 c, but this financial burden will be more than compensated for by the 15 percent pay rise granted to races other than the white group.

Bearing in mind that the overall passenger services operated at a deficit of nearly R600 million last year, and that the State is to contribute R241 million towards wiping out the shortfall, it is difficult to escape the conclusion that the black commuter's share of the burden is modest. Hardest hit will be air travellers, whose fares have been raised substantially.

All this is not to say that the Railways Administration should not introduce economies wherever possible and increase productivity in all departments.



# Industry starts counting cost of rail tariff rises

RDM 25/2/81 (269)

By GERALD REILLY  
Pretoria Bureau

INDUSTRY is beginning to count the costs of the higher railway tariffs which come into operation from April 1.

And the Progressive Federal Party spokesman on finance, Mr Harry Schwarz, claims another hike in tariffs is possible later in the year in the main Railways budget.

In the Assembly yesterday Mr Schwarz asked the Minister of Transport, Mr Hendrik Schoeman, to give an undertaking that there would be no further increases this year.

Mr Schoeman replies to the Railways mini-budget debate today.

Iscor, a corporation spokesman said, has estimated that its transport costs will rise by R28-million a year because of the new tariffs.

The corporation's works use about 6 400 000 tons a year. Of this amount its own mines supply 1 400 000 tons.

More than 5-million tons

have to be purchased from other sources, and the 16,6% hike in coal transport charges will add more than R7-million a year to Iscor's coal Bill.

Another R4 500 000 of the R28-million will result from transporting export steel to the coast. The higher costs will mean Iscor's annual steel price rise in the middle of the year will have to take into account the higher transport payments.

From a Government source in Pretoria it was learnt, too, that an adjustment in the price of coal was likely, to compensate for the higher costs of distributors.

Coal, it was pointed out, is a bulky cargo, and transport costs constitute a big percentage of the consumer price.

The source confirmed the new tariffs would have a wide ripple effect, and obviously strengthen the claims of producers of products price-controlled by the Government.

In Klerksdorp today the National Mealie Producers Or-

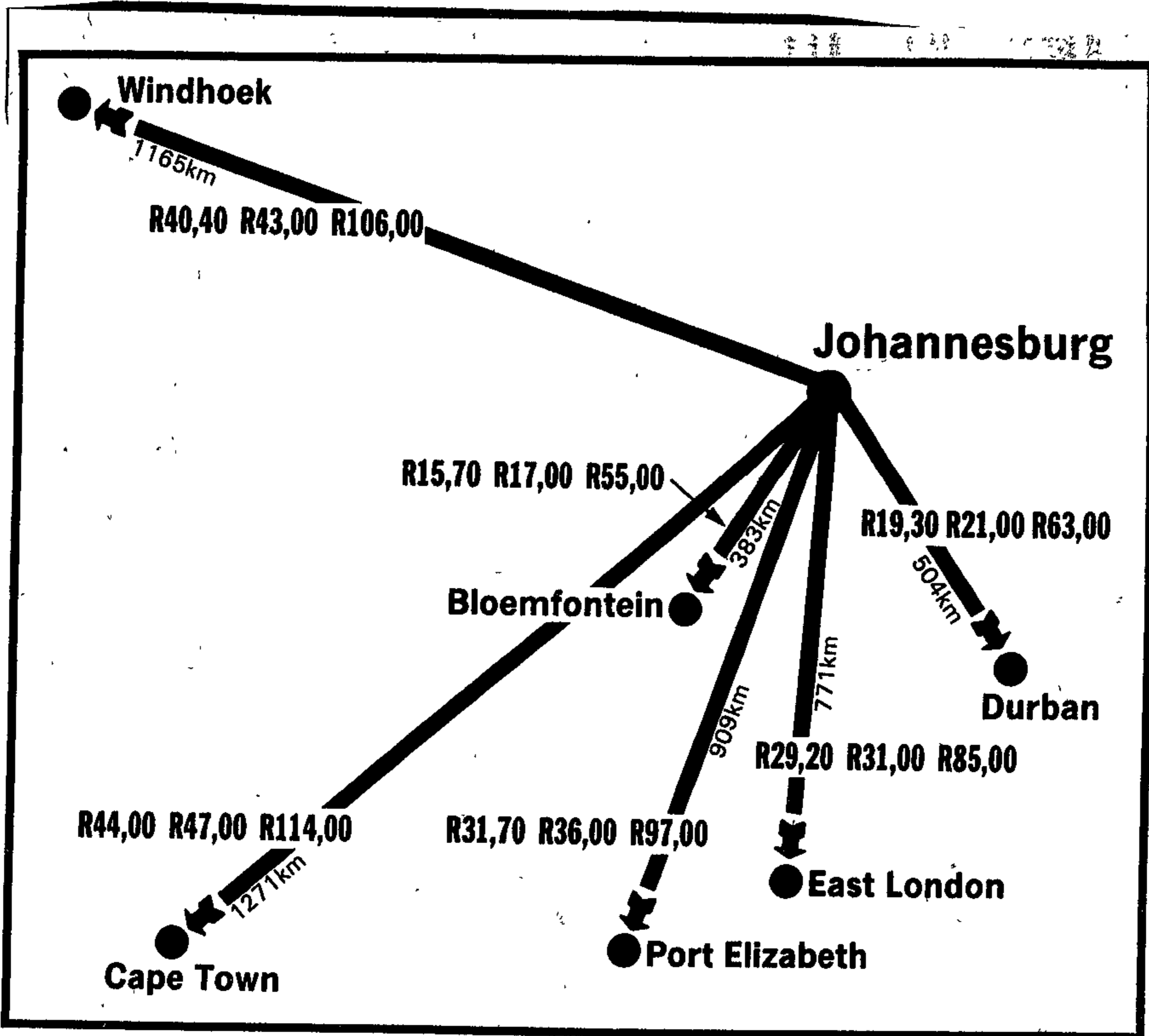
ganisation meets to formulate price recommendations for what is probably the the largest mealie crop ever grown in SoUth Africa.

The recommendation will be based on an agricultural production cost index of about 20%, and although the new rail tariffs will not be a major factor — they come into operation too late in the season — they will have an effect on the transport of the crop from farms to silos, and for export.

The director of the Motor Industries Federation, Mr Janie van Huysteen, said the the higher tariffs would ultimately have to be taken into account by assemblers and manufacturers

But most worked on an inventory of about six months, so it would be some time before the new tariffs affected prices.

The executive director of the Building Industries Federation of South Africa, Mr Lou Davis, said the higher tariffs would certainly raise building costs



See how they run ... the prices quoted on each route are those for 1961, 1971, and April 1981, respectively. When the 15% fare price increase takes effect, it will mean most domestic air fares have trebled over the last 20 years

Graphic: GAIL IRWIN

# Fuel costs send air fares up

Staff Reporter

THE implementing in April of air fare increases announced this week by the Minister of Transport, Mr Hendrik Schoeman, will mean most domestic air fares have trebled in the past 20 years.

Mr Schoeman said the 15% increase had been made necessary by a 128% increase in the price of fuel over the past two years.

The fuel price rise had caused South African Airways to run at a loss of R64-million in the last 12 months.

Figures supplied by the Commercial Aviation Association show to what extent air travel in South Africa has been affected by fuel price rises.

In 1969 the cost of Avgas (piston engine fuel) at Rand Airport was 9,49c a litre, and the price of Avtur (turbine engine fuel) was 6,37c.

Prices differ marginally at different points on the Reef.

In 1972, just before the fuel crisis, Avgas had gone up to 11,02c a litre and Avtur to 9,88c.

In 1977, prices had shot up to 32,25c a litre for Avgas, and 26,65c for Avtur.

This year Avgas costs 66,04c a litre, and Avtur 57,72c (including GST).

A spokesman for SAA said the price the airline was paying for jet fuel was "not available for publication".

He could, however, disclose that fuel costs had constituted

11% of operating costs before the fuel crisis in 1973.

This had risen to the present-day level of between 34% and 35% of operating costs — a threefold increase.

SAA, like other scheduled operators, is exempt from excise duty on fuel.

It is also exempt from paying the equalisation fund levy on the fuel used on international flights.

Inquiries by the "Mail" show that, in some cases, fares for domestic flights in South Africa compare favourably with those in the United States, where deregulation has led to cut-throat competition between airlines.

However, US airlines also offer vastly reduced excursion fares on high-density routes.

A single ticket (economy) from New York to Boston, a 55min flight, costs R47.

SAA's price on the Johannesburg/Durban route, roughly the same flying time, will be R63 in April.

The same ticket from New York to Chicago, a two hour flight, costs R132.

SAA's new fare from Johannesburg to Cape Town is R114. Current prices of aviation fuel in the US are, in South African terms, about 29c a litre for Avgas and 26c for Avtur.

US Energy Department officials said recently that prices would rise dramatically as a result of the lifting of price control on petroleum and petroleum products by President Ronald Reagan.

## Higher air fares will dent tourism

Staff Reporter

EXPENSIVE domestic air fares, coupled with steeply escalating international fares and a 50% rise in hotel and land travel costs, will seriously dent South Africa's image abroad by discouraging tourists, the president of the Association of South African Travel Agents (Asata) said in Johannesburg yesterday.

Mr Eberhard Gennrich was commenting on the 15% rise in internal fares announced by the Minister of Transport, Mr Hendrik Schoeman, in the railway mini-budget on Monday.

Mr Gennrich said overseas travel agents were already cancelling South African tours which they had booked nearly a year ago. Their clients were refusing to pay the increased costs.

This was especially so in Germany, where agents were prohibited from increasing tour prices within a certain period prior to departure. These agents were cancelling tours rather than paying the extra expenses themselves.

"South Africa has, during the last 12 months, attracted 750 000 foreign visitors — the largest number since the Soweto riots in 1976," Mr Gennrich said.

"The increased domestic fares, when seen in conjunction with higher bus, rail, and tariffs and a less favourable foreign exchange, mean that we are outpricing ourselves a potentially valuable market."

Asata was "very unhappy" about the higher air fares, he added.



# Railways budget

**THE ASSEMBLY** — The railways administration was expected to close its 1981/82 financial year with an estimated surplus of R23 million, the Minister of Transport, Affairs, Mr Hendrik Schoeman, said yesterday.

Months of the current financial year, revenue exceeded that budgeted for by R76 million.

Expenditure, on the other hand, reflected an excess of R14 million.

Introducing the second reading of the Railways and Harbours Part Appropriation Bill, he said this was an improvement of some R19 million on the budget.

The Bill provides for an amount of R4 300 million which was estimated to be sufficient to defray expenditure for the first seven months of the 1981-82 financial year.

Of this amount R3 300 million is for the working estimates and R1 000 million for the capital budget.

During the first nine

# Railways run to R23m surplus

"The working result, therefore, reflects an improvement of R53 million on the estimate. In view of the expected levelling-off in the growth rate and the increasing cost pressure, revenue for the remainder of the financial year will move closer to the estimated level and is expected to exceed the budget by about R94 million.

"Thanks to positive action it is anticipated that the increase in expenditure will be restricted to about R75 million, or 1,7 per cent.

"Consequently, the financial year will close

with an estimated surplus of R23 million, an improvement of some R19 million on the budget.

Mr Schoeman said that when the original working estimates for this year were being compiled, the revival in the South African economy was gaining momentum and an economic growth rate of five per cent was anticipated for the 1980/81 financial year.

"However, the upswing in the business cycle occurred much earlier and was much stronger than anticipated, mainly as a result of the rise in the

average price of gold and an increase in consumption expenditure.

"The economy has now reached a stage where production capacity has to a large extent been taken up, while bottlenecks are being experienced, owing to restrictive factors such as the dearth of skilled labour.

"Although a levelling-off in the growth rate is expected, it should remain decidedly positive."

The increase in the domestic demand for goods and services boosted imports, Mr Schoeman said.

"This has had a favourable effect on the administration's earnings at harbours and in respect of high-rated traffic. The tonnage of cargo landed at the harbours during the period April to December 1980 exceeded the estimate by 21 per cent.

"High-rated traffic increased by four per cent above the estimate. Rail passenger traffic likewise increased substantially. For the period April to December 1980, main-line journeys increased by 10,5 per cent and suburban journeys by 5,3 per cent.

"Road transport and

pipeline traffic also performed better than anticipated."

On the other hand, the weak international economic position had a dampening effect on the export of raw materials and, therefore, on the low-rated traffic of the railways.

"In fact, export traffic declined by 4,2 per cent compared with the previous year. The total volume of low-rated traffic for April to December 1980 was barely two million tons, or 1,5 per cent, more than the

previous year, while the estimate provided for an increase of about 6,5 million tons, or 5,7 per cent."

Major projects such as the Richard's Bay coal export scheme, the export of iron ore through Saldanha, the introduction of containerisation, as well as the modernisation of existing facilities and the implementation of new refined working methods, had in fact contributed towards the overall productivity of the national transport service.

"The two export schemes have between them handled a total of 133,5 million tons up to the present and earned foreign exchange amounting to more than R2 700 million.

"The growth in containerisation has now accelerated to about 12

per cent after a tardy beginning. This mode of transport was recently introduced on the route to Australia and is also being extended to the Far East service."

Mr Schoeman said the Railways' index of productivity which took into account all production factors, reflected an average annual increase of 3,2 per cent since 1971/72.

For the financial year 1979/80 the index increased by 11,2 per cent. This increase in productivity was attained because existing labour and capital resources could be utilised more intensively during the present economic upswing.

Real labour decreased by 1,8 per cent. Real capital increased by 4,5 per cent and transport activities by 13,7 per cent, he said.



R225m

boost

to RDM

24/2/81

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269 355  
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CHEMICAL

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medals

THE ASSEMBLY. — Railway workers' salaries will be boosted by R225-million from April 1, while Railway pensions will be upped by 12,2%, the Minister of Transport Affairs, Mr Hendrik Schoeman, announced yesterday in the Railways Part Appropriation Bill.

He also announced increases in Blue Train and other Mainline fares as well as raised suburban fares and goods tariffs.

Oil pipeline costs are also raised, but the cost of ralling worked iron and steel products in truck loads is to be reduced.

Mr Schoeman said that all the tariff increases were, unfortunately, unavoidable but the revenue to be derived from them would amount to only 0,9% of the gross domestic product.

He said the salaries of white employees would be increased by 12,5%.

"In the case of non-white employees an adjustment will be made to narrow the salary gap in accordance with Government policy.

"At the same time all non-white employees are to be accorded salaried status," he said.

Blue Train fares will be increased by between 30% and 50% while ordinary mainline tickets will go up by 15%.

Turning to suburban fares, Mr Schoeman said: "To meet workers, suburban fares for weekly and monthly tickets are to be increased by less than the average of 15%.

In the case of third class fares the increase would be 12%, or less than 0,05c a kilometre.

The gap between high and low rated traffic was being narrowed by 3,8% by increasing the tariff on low rated traffic by 18% and that on which rated traffic by 13,3%.

Container rates are to go up by 15% while the cost of transporting empty containers is to be increased by 20%.

Coal tariffs will rise by 16,8%. The tariff for moving unworked steel in less than truck-load quantities is being increased by about 11% but rates for worked iron and steel products in truck load quantities are being adjusted downwards by 34%.

Agricultural products tariffs are being raised by an average of 15,8%.

The cost of transporting livestock will go up by 15%.

The conveyance of petrol between Durban and the Rand is to be increased by 0,45c a litre and that of diesel by 0,34c a litre.

Mr Schoeman said that when the original working estimates for this year were being compiled, the revival in the South African economy was gaining momentum and an economic growth rate of 5% was anticipated for the 1980/81 financial year.

"However, the upswing in the business cycle occurred much earlier and was much stronger than anticipated, mainly as a result of the rise in the average price of gold and an increase in consumption expenditure.

"The economy has now reached a stage where production capacity has, to a large extent, been taken up, while bottlenecks are being experienced owing to restrictive factors such as the dearth of skilled labour.

"Although a levelling-off in the growth rate is expected, it should remain decidedly positive."

Mr Schoeman said that all the tariff increases were, unfortunately, unavoidable but the revenue to be derived from them would amount to only 0,9% of the gross domestic product.

Speaking at a Press conference yesterday, Mr Schoeman said South African Airways had had to cope with an increase of 128% in fuel prices in the last two years.

The price hikes caused the airline to run at a loss of R64-million in the last 12 months, he said.

If passenger air fares and cargo rates were raised by 15%, SAA might just break even.

The Minister said the South African Railways had operated passenger services at a total deficit of R596-million.

The State would contribute R211-million towards making up the deficit.

The rest had to be found through tariff increases.

Mr Schoeman said the tariff increases announced in the railways and Harbours Part Appropriation Bill, were still lower than the rate of inflation. — Sapa.



# 'An excuse for another round of price rises'

269 244 RDM  
24/2/81

By HELEN ZILLE  
Political Correspondent  
HOUSE OF ASSEMBLY. —  
The Railways' mini-budget was an "inflationary spendthrift" measure that would push up the price of every commodity in South Africa and pose a grave threat to the economy, Mr Rupert Lorimer, chief Opposition spokesman on transport said yesterday.

Mr Lorimer was speaking in Parliament shortly after the Minister of Transport Affairs Mr Hendrik Schoeman, had announced sweeping tariff increases, ranging from up to 50% on Blue Train tickets to 12% on rates for certain parcel categories.

"Inflation begins with transport costs and this spendthrift-budget gives an excuse for another round of price increases on virtually everything.

"Another jump in the cost of living is now inevitable and I believe this will bring the inflation rate to at least 20% in the coming year.

"I find it difficult to believe that a government, supposedly committed to fighting inflation, could consider presenting an inflationary budget such as this.

"The Government has shown it is incapable of containing the

threat of inflation which is the gravest threat to South Africa's security," Mr Lorimer said.

At the same time, Mr Lorimer hit out at the Government for failing to make adequate provision for Railways employees, whose increases would not enable them to keep up with the rise in the cost of living.

Mr Lorimer was commenting on the 12,5% increase in the salaries of white Railway employees and the 15% increase in the salaries of other races, which, he said, would fall short of the expected rate of inflation in the coming year.

"With this increase there is just no way that Railways employees can possibly keep up with the rise in the cost of living and the inevitable result is that living standards will go down for most the people working for Railways, airways, harbours and pipelines.

The increase in transport costs would have a ripple effect throughout the country's economy which could burden the economy beyond its capacity, he said.

Transport was part of the cost structure of every single item produced or marketed in South Africa and people could now expect to pay more for

everything they bought.

Mr Schoeman told a Press conference yesterday that he did not know the exact effect the increases would have on the inflation rate.

He pointed out, however, that the tariff increases were less than the current inflation rate.

This had been achieved in spite of 12,5% staff salary increases and higher prices the Railways had to pay for major items such as steel, electricity and fuel.

Mr Schoeman estimated that the increased cost of livestock transport would add less than 1c a kilogramme to the retail price of meat.

Prices varied according to distance and the type of Railway truck used, but on a 300km journey the price increase worked out as 0,3c a kilogramme for beef and 0,7c a kilogramme for mutton.

He thought the farmers could afford the increases.

"Farmers had a price increase of around 70% for mutton and beef in the past six months," he said.

The increase in air fares was caused solely by the rise in fuel prices which had gone up by 128% in the past two years.

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- D P Weeks
- T J Cumming
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Corporation Medals

# 'Transport monopoly' criticised

269  
POLITICAL STAFF  
THE ASSEMBLY.- An Opposition MP accused South African Airways yesterday of allowing 600 tons of export grapes to rot at Cape Town airport last December.

Mr Rupert Lorimer, chief Opposition transport spokesman, said he had been told SAA were too busy, yet it had refused to allow other airlines, with whom it had a pool partnership, to handle the cargo.

He said during debate on the Railways mini-budget that this was typical of the Railways' "dog-in-the-manger attitude" in freight transport, passenger services and road haulage. When the Railways needed more competition,

and the Government was ostensibly committed to free enterprise, it ran a State transport monopoly worse than in some socialist countries.

Mr Lorimer said SAA was damaging South Africa's tourist industry by refusing to allow private competition, such as that run by Sir Freddie Laker of Britain, on passenger routes.

Nobody in Britain "except those with more money than is good for them" would holiday in South Africa when they could fly to New York for R144 and Singapore, for R216.

The Railways was also extending its road transport operations, refusing road haulage permits to private operators instead of letting them take some of the business.

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FACULTY OF ENGINEERING



# Necessity of R57m SAR building questioned

RDM 24/2/81

269

By HELEN ZILLE  
Political Correspondent

THE ASSEMBLY. — Mr Rupert Lorimer, Opposition spokesman on transport, yesterday hit out at the Government's plan to build a new central administration block for the Railways in Johannesburg at an estimated cost of R57-million.

The proposed building smacked of "empire building" and would aggravate inflation which would probably hit at least 20% during the coming year.

The plan to build the administration centre, including a centralised computer system at an estimated cost of R57-million, was disclosed in the additional appropriation's "brown book" tabled in Parliament recently.

Mr Lorimer dismissed as "inadequate", the explanation of the Minister of Transport Affairs, Mr Hendrik Schoeman, that the centre was necessary to bring all the Railways' administrative operations under one roof and provide sufficient space for computer facilities.

Mr Lorimer said that although he agreed it was better to have all operations under one roof, the overriding question was whether the country could afford this type of development at a time when inflation was running rampant.

Mr Lorimer also disclosed that he had been told several years ago that the Railways could have bought the old Escom building in Braamfontein for R3 500 000 to R4-million.

"If this is so, the administration must be very sorry that it did not take advantage of the offer.

"If they could have bought that building for R4-million or even R5-million what sort of building are they going to build for R57-million — a palace?"

An Opposition member interjected: "It will cost more than the Pretoria Opera House".

Mr Lorimer said R57-million worth of capital expenditure on a building was "an enormous investment".

"Of course it would be very nice to have a new Kobus Loubser Building or whatever it is to be called, but aren't we really just indulging in a little empire building?"

"Is it so vital to the smooth running of the Railways that we have to go ahead with this in the middle of a major battle against public enemy No 1 — inflation?"

"I believe this smacks of empire building," Mr Lorimer said.

It was natural that the Railways authorities would ask for the very best. But it was the Minister's responsibility to go through a major scheme of this nature with a fine toothcomb to make certain that the building was an absolute essential.

Total expenditure on the capital account for all services at March 31, 1980 was R9 345 000-million, R7 000-million more than a decade ago.

Tariffs had been increased regularly to help finance the tremendous increase in capital expenditure, he said.

## Laingsburg line: detour requested

Political Staff

THE ASSEMBLY. — The Government was urged yesterday to develop an alternative rail line between Cape Town and the interior because the route through Laingsburg had proved vulnerable.

Mr Rupert Lorimer, chief Opposition transport spokesman, said the Sishen-Saldanha ore line could serve as an emergency second route.

The line was not yet up to mainline standards, but the recent flood disaster had shown the vulnerability of the route through Laingsburg.

The washaways had cut off the line to the Cape for a week.

Mr Lorimer associated himself the sympathy expressed by the Minister of Transport, Mr

Hendrik Schoeman, for those who had suffered losses in the disaster and with his appreciation of the work done by the Railways in repairing the line.

Mr Schoeman said in the Assembly that when Laingsburg and the surrounding areas were struck by the disastrous floods on Sunday, January 25, the Railways once again had to contend with an emergency situation.

More than 1 000 workmen toiled for long hours to repair, within a week, the damage to Railway property during the Karoo floods.

"I personally visited the scene and the manner in which the staff set about the problem, was a great source of encouragement to me," he said.

## NRP warns of ripple effect

THE ASSEMBLY. — The Railways mini-budget would have a ripple effect throughout the economy, increasing prices in all sectors, Mr Brian Page (NRP Umhlanga) said yesterday.

"Today has not been a happy one for South Africa. This budget is not going to be good in the long run," he said during debate on the Railways and Harbours Part Appropriation Bill.

Part of the reason for the 70% increase in the price of red meat during the past year had been increased transport costs and yesterday's new increases would cause further meat price hikes, he said.

Mr Page moved that the House decline to pass the Second Reading unless the Minister of Transport, Mr Hendrik Schoeman, gave an assurance that the administration would:

- Review the operating accounts of all services with a view to economising by eliminating all unnecessary expenditure and curtailing, wherever possible, services which could be offered more economically by the private sector;
- Review all projects on capital account with a view to reducing its demand for capital funds to bare essentials; and
- Make every effort to raise productivity and profitability to a level where tariff increases no longer acted as a spur to the inflationary spiral.

Mr Page said that with the increases announced on domestic air travel, the public was not getting the value they deserved.

SAA was becoming sloppy in its attitude to customers, not in the air but on the ground.

Groundstaff were unable to cope because they had a space problem.

Durban airport was "hopelessly inadequate" and it had recently been announced that it would soon host a direct flight to London. Mr Page asked how it would cope then when it could not do so now.

The Airbus concourse at Jan Smuts Airport was "no better than an open cattle truck" and booking there was chaotic.

"The restaurant is indescribable.

"The Minister must realise what this is doing to visitors from abroad."

Although this was a private sector enterprise, the Minister or his staff could do something about the situation.

"Why must they be allowed to continue insulting people like that? It's atrocious," he said. — Sapa.

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Civil Engineering.

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Sammy Sacks Memorial Prize  
Awarded to the student with the  
best classwork in Engineering  
Drawing.

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mark.

G L Cragg

# Scrap Railways apartheid

— PFP

Political Correspondent

THE ASSEMBLY. — The Opposition yesterday attacked the Government for providing inadequate facilities for black commuters on the South African Railways.

Calling for apartheid on the Railways to be scrapped, Mr Rupert Lorimer, Opposition spokesman on transport, gave several examples of inadequate facilities for blacks on the SAR.

These included:

- The use of a "leaky" tarpaulin over "unsightly" scaffolding to shelter black commuters at Johannesburg station;
- The lack of any catering facilities for blacks on a train travelling a round trip between Johannesburg, Nelspruit, Hoedspruit, Tzaneen, Pietersburg and Johannesburg;
- Inadequate rolling stock for black passengers, leading to overcrowding and inadequate train services.

Mr Lorimer also hit out at the statement by the Minister of Transport, Mr Hendrik Schoeman, that rail tariffs for blacks in Soweto were only increasing by less than half a cent a kilometre.

It was because of the Government's apartheid policy that blacks had to live so far away from their places of work, Mr Lorimer said.

Fare increases for people living on the breadline were not marginal — they were very important, Mr Lorimer said.

"These people have been pushed way out of town by Government ideology and have to be transported immense distances because they have no alternative," Mr Lorimer said.

Giving examples of what the average fare increases of under 15% would cost the black Sowetan commuter, Mr Schoeman said a person travelling the 18km between Johannesburg and Dube stations would face a fare increase on a weekly return fare from R1.07 to R1.20 — an increase of 13c.



DD 23/2/81 (269)

# 8 escape in crash landing

UMTATA — Eight people narrowly escaped serious injury when a Transkei Airways Britten Norman Islander aircraft crash landed near here at the weekend after both its engines had cut out.

The plane was flying government officials, including the Works and Energy Secretary, Mr V. Dube, back to Umtata after a prison-opening in Lusikisiki.

No one was injured in the landing, a kilometre from the airport here, except the pilot who cut his lip.

One of the passengers, a Queenstown architect, Mr C. H. Crouch, said yesterday: "If we had crash landed five minutes earlier, we would most certainly all have died."

He said the plane had been enveloped in heavy cloud soon after take-off

By JUDY PARFITT

from Lusikisiki.

"We were flying at about 2 100 m, but still not above the cloud, when the starboard engine cut out and stopped after we'd been in the air half an hour.

"It was terrible. I said to another passenger: 'We've really got problems'. The pilot was talking furiously on the radio to engineers in Umtata, when, not five minutes later, the second engine cut out completely.

"We were still in thick cloud, and the aircraft began plummeting 1 800 m like a stone. I saw the altimeter unwinding at an unbelievable rate.

"Then, miraculously, a gap in the clouds appeared, and the pilot dived through that. Somehow he managed to pull the plane up just above the ground.

"We hit a ditch, which took the right-hand wheel off, and slewed to a halt.

"Although it was terrifying, we all remained outwardly calm because it happened so quickly. The pilot handled the crisis fantastically.

"When it was all over, we threw our arms around each other and thanked God we were alive."

The passengers included Mr Charles Wilsenach, Mr Chris Flanagan, Mr Jerry Erasmus, Mr Aubrey Mfabe and Mr Dube. They had to walk to the airport building because a bus sent to fetch them got stuck in the mud.

"All in all it was a very trying trip," Mr Crouch said.

"Even before take-off from Lusikisiki, the passengers had to push the Islander over a molehill before it could start."

The managing director of Transkei Airways, Mr M. Pike, could not be reached for comment last night. DD

# Rail, air fares likely to rise in mini-budget

Argus 23/2/81

269

## Political Staff

SELECTIVE increases in air and rail fares are expected to be announced in the railway mini-budget today.

As with the main Budget, the railway budget

will be introduced after August.

This gives the mini-budget an added importance, as it must be used to run the railways until the session of Parliament following the election.

The debate will be the

first dealt with by the new Minister of Transport Affairs, Mr Hendrik Schoeman, and should give some insight into the way he intends to handle the portfolio.

He has asked for R4 300-million in the Railways and Harbours Part Appropriation Bill.

He is expected to announce increases in travel fares to pay for an increase in costs incurred by the railways, harbours, and airways.

Salary increases are expected to be the same as for the rest of the Public Service.

The railways are the biggest employer in South Africa, and staff can expect increases ranging from nine to 12 percent, with those in the top scales getting the lower percentage.

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## Fourth Year (Gold Medal)

P M Salmon

T J Cumming

D P Weeks

J H Rens

B F McClelland



# New expanded air-link service for E Cape soon

Own Correspondent

PORT ELIZABETH. — A NEW freight and commuter air service linking Port Elizabeth with Grahamstown, East London and Transkei is to begin scheduled daily flights on March 17.

The service will be offered by Border Air, which already runs daily flights on the East London — Umtata route.

Border Air's managing director, Mr Peter Church, said it appeared there was a strong demand for the service from a wide sector of the community.

"People really need it," he said. "But in turn we're going to need support to get the thing off the ground."

Mr Church said his company was granted permission last month by the National Transport Commission to extend its operations to Port Elizabeth and Grahamstown.

He said flights, usually using a nine-seater twin-engined aircraft, would leave Port Eliza-

beth at 7.45 am every weekday, stop over at Grahamstown after a 25-minute trip, and go on to East London and Umtata, arriving at Umtata shortly after 10 am.

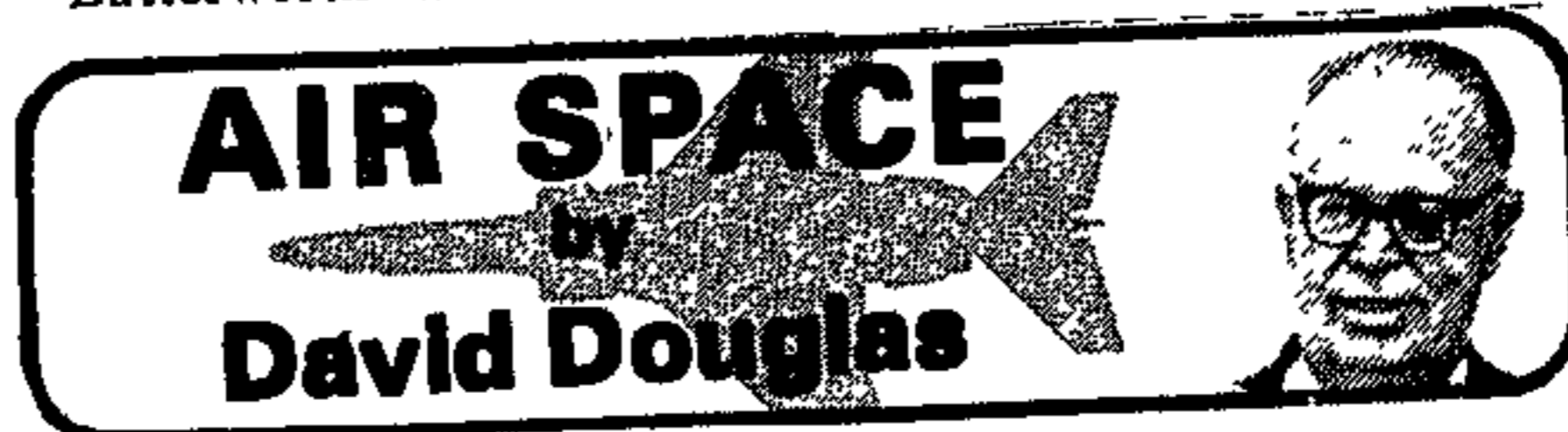
Flights would leave Umtata at 4.15 pm and arrive in Port Elizabeth at 6.30 pm.

Butterworth would be in-

to Grahamstown would be R25 single and R50 return, and from Port Elizabeth to Umtata R92 single and R155 return.

"We've kept return fares as low as possible to encourage people to make use of the return service," said Mr Church.

Border Air would probably open an office at H F Verwoerd



cluded in the service when Transkei completed the lengthening of the runway.

Commenting on a criticism that the Grahamstown airfield became muddy in wet weather, he said a R250 000 operation to concrete the runway and instal a beacon to enable aircraft to land in cloud, should be completed by the end of this year.

The fare from Port Elizabeth

Airport shortly before it began flying the new route. There would also be freight-handling facilities and an office dealing purely with freight.

Mr Church said Port Elizabeth holidaymakers would also be able to take advantage of Border Air's weekend flights to the picturesque Wild Coast resorts of Seagull, Trennery, Wavecrest and Mazéppa Bay.

# R200m for

# 'monster'

KDM 21/2/81

269

# new freeway

By SEAN O'CONNOR  
City Editor

**A MONSTER R200-million highway which will eventually have 10 lanes — two for buses — is planned to link Sandton and Pretoria's western industrial area, and connect up with Johannesburg's Western Bypass.**

Property owners who might be affected by the freeway have not yet been advised of possible expropriation.

According to the latest PWV Transportation Study, the highway will be required by the year 2000.

It will be named the PWV9m and details

were disclosed in the Transvaal Provincial Council this week by the MEC in charge of roads, Mr Theo Martins.

The road will enter the Sandton municipal boundary at the Jukskei River and pass to the east of Lone Hill, to the west of the Bryanston Equitation Centre, and link up with Western Bypass just south of Blue Heaven Township.

Mr Martins said property owners who might be affected had not yet been advised of possible expropriation because the "processing of the relevant information to be dispatched to the owners of affected properties has not been finalised yet."

The MPC for Bryanston, Mrs Pat van Rensburg, said yesterday that she hoped the province would tell owners of affected properties as soon as possible "so that if there are objections, they can be voiced before it is too late".

But Sandton's Town Engineer, Mr Jack Kendall, said yesterday that he did not believe there would be serious expropriations.

FACULTY OF ENGINEERING  
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Miss G  
Third Y  
Miss N  
Fourth Y  
P M Salm  
T J Cumm  
D P Week  
J H Rens  
B F McCl  
Professor G  
Awarded on  
examination  
student in  
Civil Engin  
J H Rens  
Sammy Sacks  
Awarded to  
best classw



CHEMICAL

(Continued)

burg Metropolitan Action Group) warned, however, that the road might "radically" change the character of the semi-rural areas it passed through.

"Because this road will come from the western industrial area of Pretoria, it will probably carry heavy traffic," he said.

Mr Martins, who disclosed details of the PWV9 in reply to questions by Mrs Van Rensburg, said:

● The freeway is planned for a "minimum width of 80m and eventually eight lanes — as well as two bus lanes in the median";

● The total length of the road will be about 61km, with three kilometres inside the Sandton municipal boundary;

● It will cost R200-million at today's costs — and the part through Sandton about R4,5-million.

He also disclosed that the development will entail a R3-million cloverleaf link with the Western Bypass

According to the 1980 PWV Transportation Study, part of the PWV9 will continue beyond Pretoria — and this section is set down to be in operation by 1985.

It appears from the Transportation Study that the PWV9 — which runs parallel and, to the west of the Ben Schoeman Highway — forms part of a strategy to cater for a corridor of urban development between Greater Johannesburg and Pretoria.

Mr Berge said that if this was so, the higher priority was to provide a badly needed public transport service between the two cities.

"This road could be a misappropriation of funds around the wrong priority," he said.

Chemical Engineering

the best student in each of the following years:-

Second Year (Bronze Medal)

Dabrowski

Third Year (Silver Medal)

E Swartz

Fourth Year (Gold Medal)

Lach

Prize for the most decorated First Year Chemical Engineering Student

rickland

Institution of Chemical Engineers' Silver Medal

the best performance in design, design and practical work over the 4-year programme.

mon

CIVIL

L T A Construction Prize

For the final year Civil Engineering student submitting the best thesis.

G P Mitchell

S A Federation of Civil Engineers Contractors' Prize  
For the best final year design showing constructional merit.

K N Hvidsten

S A Institution of Civil Engineers Student Chapter Prize

For the best written report submitted in C E 214, design

P C Watt

5.

clinically but if necessary without the supervision of a doctor or the option of referring patients. Obstetric nurses will be a key resource in the future. They should be able to cope with surgery if necessary (e.g. as in courses for advanced obstetric nurses at Durban) as is already beginning to be required in areas short of doctors.

More low-level personnel should also be trained in the general principles of health care: prevention of contamination of water supplies, home care of infectious patients, immunization techniques and simple treatment using a small range of medicines; in other words, barefoot doctors. If these are introduced in such a way that they are supported by the community, either with a salary or on a fee for service basis, they need not compete with other medical personnel for what will be increasingly scarce funds, and in any case financial requirements would be very small. (Community financial support may also be desirable for reasons of control). Nurses need not feel threatened by this new stratum of health workers, since it may make their own work in the community easier and raise demand for more professional services (as, e.g. in Swaziland); and they are likely to find increasing demand for their own services as a result of the doctor shortage. The corollary of these recommendations is that doctors too will need to learn, to a far greater extent than they do now, to train and work with a team of health workers who do virtually all of the primary health care. This is essentially not something that can be learnt within the walls of a medical school or hospital. One can expect that many private practitioners will continue with primary health care.

3. Investigate low-level health technology, to allow for more sophisticated services on the periphery. This may extend to doing operations without access to electricity. Ways of coping where there is inadequate conventional equipment are being evolved in many areas, especially China and Vietnam. Use should be made of these methods and they should be researched for local application. Research into the pharmacological properties of local plants (e.g. for analgesics) could provide a cheap additional source of medicines.

6.

If such developments were to be implemented, the expected deterioration in the health care system could yield productive results and lay the groundwork for a system which is ultimately more successful, by increasing the capacity of South Africans to participate more in their own health care.

SAR shows  
R67-m loss

THE ASSEMBLY — The Railways Administration showed a loss of R67 180 860 on all its services during the 1979/80 financial year.

This was revealed in the annual report of the department for that period tabled in Parliament yesterday by the Minister of Transport Affairs, Mr Schoeman.

Working expenditure, including appropriations from the net revenue account, amounted to R3 763 658 805, representing an increase of R666 650 588, or 21,5 percent, over the previous year's figure.

"The operation yielded a deficit of R67 180 860 for the year under review" — Sapa.



Malan Chemical Engineering  
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 For the best student in each of  
 the following years:-

Second Year (Bronze Medal)  
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Third Year (Silver Medal)  
 C L E Swartz

Fourth Year (Gold Medal)  
 L Flach

Malan Prize for the most  
Improved First Year Chemical  
Engineering Student  
 K W Strickland

S A Institution of Chemical  
Engineer's Silver Medal  
 For the best performance in  
 project, design and practical  
 courses over the 4-year  
 curriculum.  
 P M Salmon

L T A Construction Prize  
 For the final year Civil  
 Engineering student submitting  
 the best thesis.  
 G P Mitchell

S A Federation of Civil  
Engineering Contractors' Prize  
 For the best final year design  
 showing constructional merit.  
 K N Hvidsten

S A Institution of Civil  
Engineers Student Chapter  
Prize  
 For the best written report  
 submitted in C E 214, design  
 P C Watt

PE bus  
 RDM 13/2/81  
 scheme  
 'wouldn't  
 (332) suit us  
 here'

**Staff Reporter**

A SCHEME by a Port Elizabeth bus company to ease early morning traffic congestion by providing more buses for schoolchildren of all races was dismissed by Johannesburg's Transport Department yesterday as unsuitable for the city.

A survey by the PE Trams & Buses Co showed about 13 000 motorcars in the morning were committed to transporting children to school. To alleviate this congestion, the company started a project on January 25 whereby every suburb was served by a bus going to every school.

The general manager of the company, Mr Carl Coetzer, said the buses did not travel direct but went via other points — where they linked up with buses from other suburbs and ended up with one bus at every school.

This meant that children changed buses at certain points until they reached their respective schools, he said. On the return route the buses zig-zagged through the suburbs so that children were dropped off as near to their homes as possible.

Mr Coetzer said the project was growing rapidly and was extremely successful. There had been no problems raised by the fact that different race groups caught the same bus.

But Johannesburg's deputy traffic officer, Mr T E Olivier, said only a small percentage of the city's motorists took children to school in the morning.

"Our main congestion is caused by traffic moving to the central business district at peak periods."

The manager of operations for Johannesburg's Traffic Department, Mr F T Maisey, said the Port Elizabeth project was completely unsuitable for Johannesburg.

"Our main responsibility is to cater adequately for commercial people working in town. We do not cater for private schools, nor do we encourage children to go right across Johannesburg to a specific government school — and in any case, because of zonings children have to go to schools within the area where they live."

A scheme started in Roodepoort last year whereby children changed buses proved a "total flop", Mr Maisey said.

CIV

CHEMICAL

(Cont)

# 'Root out racism on the Railways'

Argus 19/2/81 (269)

## Parliamentary Staff

THE South African Railways was sending money down the drain if it continued to spend millions of rands on perpetuating apartheid, Mr Rupert Lorimer (PFP, Orange Grove) told the Assembly yesterday.

Speaking during the second reading debate on the Railways and Harbours Additional Appropriation Bill, Mr Lorimer said the Government would do South Africa a great service if it rooted out apartheid on the railways.

He objected to a provision in the bill allowing for the establishment of separate inquiry offices for blacks and whites.

'Why not rationalise the situation — provide one inquiry office for all?' he asked.

By moving away from the idea of separate facilities, the Minister of Transport Affairs would strike a blow against inflation.

Mr Lorimer objected to increasing railway tariffs, which also contributed to the run-away inflation that gripped the country. He said transport costs were at the root of high prices — everything sold in South Africa had to be transported, sometimes for long distances, usually by train.

Replying to the debate the Minister of Transport Affairs, Mr Hendrik Schoeman, said he was not a racist but his aim was to protect minority groups.

Whites were generally outnumbered at stations and wanted and needed protection. All groups were protected.

Mr. Schoeman also said the Railways was a viable business undertaking and had to make ends meet — Opposition members should not be upset if he announced tariff increases.

'The Railways is not a charitable organisation,' he said.

The Bill was taken through all its stages.

CHEMICAL

J H Rens

Professor George Menzies Prize  
Awarded on results of final  
 examinations to the best male  
 student in Land Surveying or  
 Civil Engineering.

- B F McClelland
- J H Rens
- D P Weeks
- T J Cumming
- P M Salmon

Fourth Year (Gold Medal)

Miss N C Davidson

Third Year (Silver Medal)

Miss G C Littlewort

Second Year (Bronze Medal)

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# SAR has to make ends meet, says Schoeman

CT 19/2/81 (269)

HOUSE OF ASSEMBLY. — The South African Railways was a business undertaking and might have to increase certain tariffs to make ends meet, the Minister of Transport Affairs, Mr Hendrik Schoeman, said today.

"The Railways is not a charitable organization," he said in reply to debate on the Second Reading of the Railways and Harbours Additional Appropriation Bill.

The bill was read a third time without objection.

"The Railways is a viable business undertaking and we must make ends meet. That's why opposition members should not be upset if I come with tariff increases."

Responding to criticism that the additional appropriation included nominal amounts of R287 000 that would commit members to later approval of capital expenditure of R2 397 million, Mr Schoeman said provision had to be made immediately for tackling new projects.

He had asked the House to approve an extra R183 million which he said was needed to cover the Railways' additional expenditure and capital programme and was challenged by the opposition for demanding

"astronomical" sums without due explanation.

He said an extra R 74,6 million was needed to cover additional expenditure on revenue services.

Another R 108,5 m was needed for the Railways' cap-

"We have to carry on with the job and investigate new schemes."

Many of the nominal amounts were for viability studies and plans, and the full amounts would be presented in the main budget later in the session.

Replying to criticism that the application of apartheid measures at stations was draining finances, Mr Schoeman said whites were generally outnumbered at stations and needed protection. Protection was given to all groups.

After the bill had been read a second time without objection, Mr Schoeman in the committee stage, echoed opposition complaints that two hours was too short a time in which to deal fully with such detailed financial legislation involving millions of rands.

"I will talk to the select committee on transport and to my advisors to see whether we should have this kind of discussion in future."

Mr Schoeman was closely questioned by members from both sides of the House on details of the proposals, but said that time did not permit full replies and that all questions would be answered in writing at a later stage. — Sapa

## A home for the manager

THE Railways and Harbours Additional Appropriation Bill makes provision for R300 000 for the purchase of a house in New York for the manager of South African Airways.

The Minister of Transport Affairs, Mr Hendrik Schoeman said that because of rising rents in the US it had been thought advisable to buy rather than continue renting a house.

The rent for the house used before the purchase was R1 440 a month, he said. — Sapa

ital programme, and the minister pointed out that the bill included nominal payments for new capital programme proposals which could not wait until the main budget was approved later this year.

	0	1-4	5-24	25-64	65+	ALL
1	2.78	2.72	1.56	4.85	6.92	6.00
2	14.81	4.44	0.49	0.74	1.51	1.50
3	47.16	8.39	0.12	0.06	0.25	1.14
4	36.76	7.89	0.42	0.92	2.55	12.22
5	0.29	0.06	0.31	1.34	8.53	36.93
6	0.05	0.11	0.04	0.30	3.06	8.54
7	0.29	0.66	0.10	0.31	1.02	2.74
8	0.10	0.14	0.19	0.44	0.44	0.36
9	1.01	0.52	0.49	1.01	0.87	1.24
10	0.00	0.00	0.00	0.00	0.00	0.00
11	51.66	0.00	0.00	0.00	0.00	1.95
12	13.22	2.85	0.50	1.01	2.56	16.05
ALL	168.21	27.78	4.21	11.00	27.72	86.76

	0	1-4	5-24	25-64	65+	ALL
1	2.17	2.72	2.27	3.79	2.73	2.32
2	11.81	4.70	0.55	0.44	0.87	0.94
3	43.66	9.22	0.16	0.08	0.21	0.94
4	35.72	8.17	0.46	0.62	1.83	8.11
5	0.24	0.06	0.38	1.36	7.98	35.85
6	0.09	0.12	0.05	0.61	2.61	6.43
7	0.28	0.59	0.12	0.28	0.71	2.03
8	0.00	0.10	0.06	0.08	0.12	0.15
9	1.28	0.54	0.22	0.30	0.28	0.98
10	0.00	0.00	0.17	0.65	0.07	0.00
11	40.49	0.00	0.00	0.00	0.00	0.00
12	11.06	2.78	0.53	0.83	1.67	11.87
ALL	146.81	29.00	4.98	9.04	19.07	69.62

# Explanation demanded for request of huge sum

**THE ASSEMBLY** — During the current financial year, the Railways was subjected to a higher cost pressure than was originally anticipated, the Minister of Transport Affairs, Mr Hendrik Schoeman said yesterday.

Introducing the Second Reading debate on the Railways and Harbours Additional Appropriation Bill, he said an extra R74 000 000 was needed to cover additional expenditure on revenue services.

For the Railways capital programme, R163 500 000 was needed and the Minister pointed out that the Bill included nominal payments for new capital programme proposals which could not wait until the

main Budget was approved later this year.

The Bill makes provision for a total amount of R197 500 000 for the requirements of the railways and harbours up to the end of March.

Mr Rupert Lorimer, (DPP Orange Free State) said during debate on the Bill that the Opposition was being asked to approve "astronomical" sums of money for which the Minister had given no explanation.

He said the Minister had said "nominal" amounts were being asked for capital programmes which could not wait until the main Budget later this year.

This is so. The Minister is only asking us to approve R237 000 but by doing so we will thereby approve a total ex-

penditure of R2397-million on new capital programmes of which we know nothing.

"This is unreasonable. We cannot deal with it in the two hours set aside for this debate."

Unless the minister gave adequate reasons for these "nominal" sums when he replied to the debate, the Opposition would find it difficult to support the measure.

Mr Lorimer also objected to the provision in the Bill for the establishment of separate inquiry offices for Blacks and Whites.

"It is time that we root out apartheid in the South African Railways and stop spending millions of rands on the provision of separate facilities.

CHEMICAL

Sammy Sacks Memorial Prize  
Awarded to the student with the best classwork in Engineering Drawing.

J H Rens

Professor George Menzies Prize  
Awarded on results of final examinations to the best male student in Land Surveying or Civil Engineering.

P M Salmon  
T J Cumming  
D P Weeks  
J H Rens  
B F McClelland

Fourth Year (Gold Medal)

Miss N C Davidson

Third Year (Silver Medal)

Miss G C Littlewort

Second Year (Bronze Medal)

Corporation Medals  
For the best student in each of the 2nd, 3rd and final years.



# State to probe passenger transport

ROM  
18/2/81

269

## Transport Reporter

A COMMISSION of inquiry into all aspects of passenger transport — both road and rail — subsidies, bus operating companies and their structure, is to be announced in Parliament, probably this week.

The Director-General of the Department of Transport Affairs, Mr A B Eksteen, has confirmed that a commission is to be appointed but that the terms of reference are still being settled. He also could not say who the

members of the commission would be.

Today The Argus learnt that Professor Piet Welgemoed, head of the department of transport economics at the Rand Afrikaans University, had been approached to head the commission.

## ROCKED

The upheaval, which has rocked the industry since the June 1979 fuel price increase and the subsequent fares increases, has brought the spotlight to bear on all aspects of the industry — not the least of which is the subsidy system.

Points likely to come under the commission's inspection are:

① The structure of bus companies. Should they be owned by shareholders for whom the company is purely a profit-making investment? Should they be united under one giant umbrella organisation incorporating all services whether run by private or public enterprises, and should this be a profit-motivated organisation or purely a social service?

② The subsidy system. Should a new policy for bus passenger subsidisation be established, to ensure a more equitable distribution of subsidies? Should these be increased to a level more compatible with the percentages of fares paid by railway passengers and how should they be managed and allocated?

③ Are the National Transport Commission and its deputised officers in the local road transportation boards, as they are presently structured, still competent to handle an issue which is rapidly becoming a major political bone of contention?

④ Is the present policy of passenger carriage, with the SAR entrenched as the primary urban, suburban and inter-city transport facility for the majority of the population by statutory law having the capacity to block alternative transport forms, still pertinent or should it be revised?

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the best student in each  
the 2nd, 3rd and final years.

oration Medals

ENGINEERING

CHEMICAL

# SAR plans R3,9m works in Border

DD. 18/2/81

(269)

**CAPE TOWN —** The South African Railways is to launch a large capital works programme in the Border and Transkei totalling R3,9 million.

Although no indication has been given yet when this development — the biggest in recent years — is to take place, provision for nominal sums of expenditure has been made in the additional estimates for the 1980-81 financial year.

Once adopted by Parliament, this will mean that the projects have been approved in principle and capital sums for them will be made in future budgets.

Much of the development is to take place in East London, East London harbour and Cambridge.

One of the developments is an improved dust extraction installation at the grain elevator on the West

Bank.

Other projects include a R47 900 office building in Butterworth, a R382 000 telecommunication depot in Queenstown, a R174 900 waiting room and toilet facilities for blacks at Sterkstroom, R51 800 carrier equipment between Stormberg and Rosmead, and a R48 600 power plant at Mbashe.

In East London, the railways will spend R568 900 on a telecommunication depot at Cambridge, R76 400 on washing facilities for permanent black staff, R554 500 on a workshop at the mechanical maintenance depot at Cambridge and R82 000 on concrete surface for railway sidings.

Projects proposed for East London harbour include an R87 700 office for the permanent way inspector, R212 500 for container facilities, R285 400 for a central fire protection depot, R1 150 300 for an improved power supply, R108 100 on an improved dust extraction installation at the grain elevator and R54 700 on the transfer of two wharf cranes from Cape Town to East London. — PC.

*Handwritten notes:*  
PC  
References



269

Port Elizabeth harbour

192. Mr T. ARONSON asked the Minister of Transport Affairs:

*Then to Ques 61 173*

- (1) Whether there are any changes in the
  - (a) stages in which the development of Port Elizabeth harbour is planned and
  - (b) estimated amount to be spent on each stage in the financial year 1980-'81, as indicated in his reply to Question No 259 on 4 March 1979, if so, in what respects
- (2) what was the amount spent on the development of Port Elizabeth harbour in 1979-'80?

The MINISTER OF TRANSPORT AFFAIRS:

- (1) (a) No.
- (b) Yes;

Estimated Expenditure—

	Fixed Facilities	Handling Equipment
1980-'81	RM 7,211	RM —

(2) R4 718 777

Mitchell's Plain-Nyanga-Cape Town railway

*Trans 4 line* *269*

191 Mr C W EGLIN asked the Minister of Transport Affairs

*19/2/81*

- (1) When was the railway line between Mitchell's Plain and Nyanga opened.
- (2) (a) how many trains ran on the

Mitchell's Plain-Nyanga-Cape Town railway line on each weekday, (b) how many such trains reached their destination (i) on and (ii) after the scheduled time, (c) what was the average delay, and (d) what were the main reasons for such delays, in each month since the opening of the Mitchell's Plain-Nyanga railway line?

The MINISTER OF TRANSPORT AFFAIRS:

Nyanga was opened on 30 June 1980

- (1) The line between Strandfontein and

- (2) (a) 90 trains

	(i)	(ii)	(c)
July 1980	1 262	808	14 minutes
August 1980	1 341	549	12 minutes
September 1980	1 524	430	11 minutes
October 1980	1 349	695	12 minutes
November 1980	1 242	558	8 minutes
December 1980	1 534	458	7 minutes
January 1981	1 583	371	11 minutes

- (d) The main reasons for the delays were signalling and motor coach defects as well as speed restrictions due to maintenance work. Delays were also caused by the theft of signal cables and passengers parting electric cables between coaches and meddling with the bell signal apparatus on trains

Estimated Expenditure

	Fixed Facilities	Handling Equipment
	RM	RM
1980-81	7,211	—
(2) R4 718 777		

Port Elizabeth harbour

192. Mr T. ARONSON asked the Minister of Transport Affairs:

- (1) Whether there are any changes in the (a) stages in which the development of Port Elizabeth harbour is planned and (b) estimated amount to be spent on each stage in the financial year 1980-'81, as indicated in his reply to Question No 259 on 4 March 1980, if so, in what respects;
- (2) what was the amount spent on the development of Port Elizabeth harbour in 1979-80?

The MINISTER OF TRANSPORT AFFAIRS:

- (1) (a) No.
- (b) Yes,



269

Story: DERRICK THEMA  
Pictures: ALF KUMALO

# The rigours of being a black train commuter

When Mr Joseph Ndlovu returns home from work in the evening, he is irritable and snaps at his children.

He sighs with relief at making it back safely from the rigours of being a black train commuter.

The ordeal of travelling daily between the glitter of Johannesburg — where he sells his labour as a 'delivery boy' — and the dreary houses of Soweto is nerve-racking.

Mr Ndlovu is married and has five children. He is the only breadwinner. The struggle to make ends meet with his meagre salary aggravates his bitter mood.

Travelling between Soweto and the city is like going into battle. The journey is perilous.

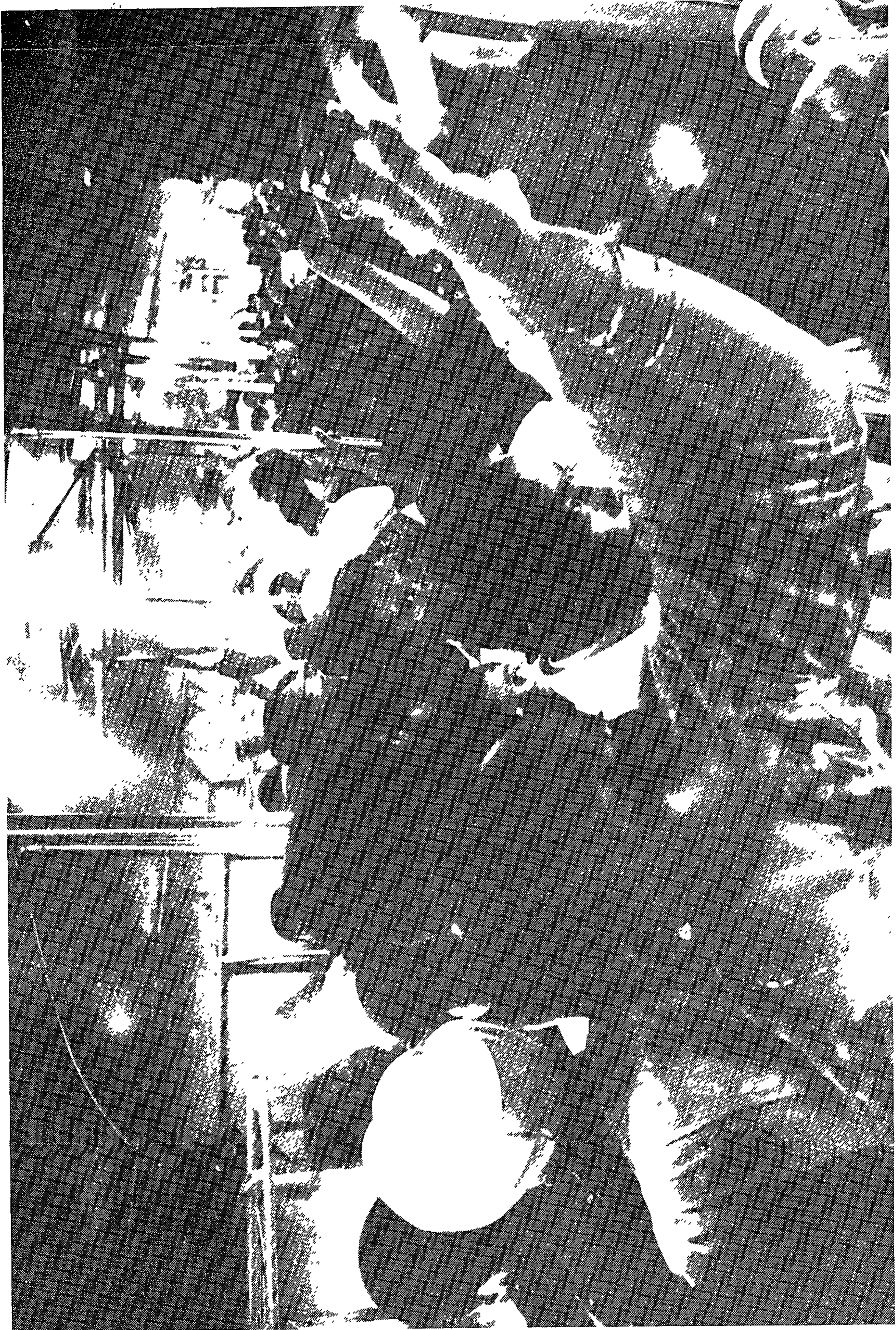
Mr Ndlovu's day starts at 5 am. To be at work at seven he has to catch the 6 am train from Merate station. He has a 15-minute walk from his house to the station. And the route passes an open veld which is dark in winter.

## Victims

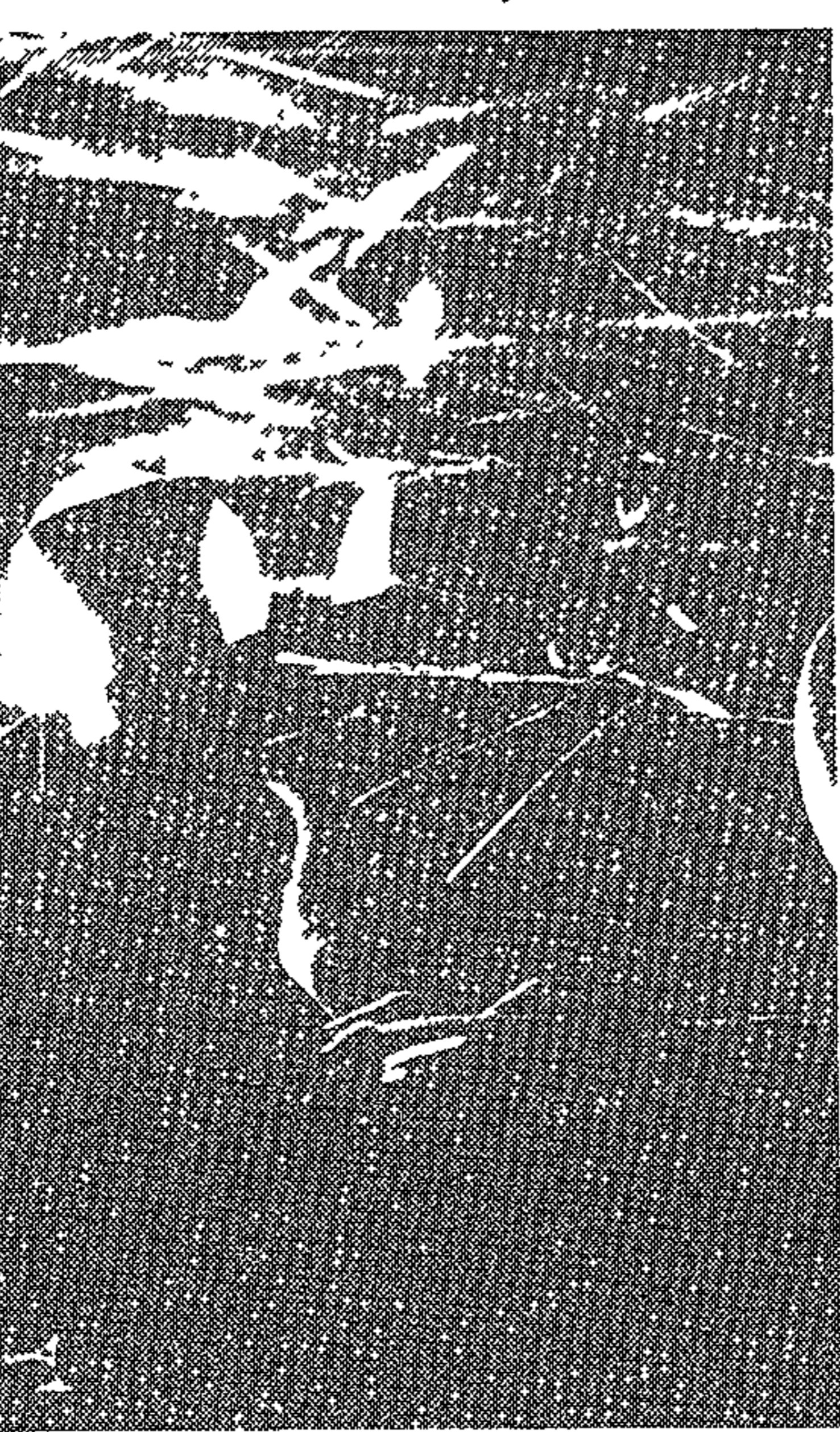
He finishes at 5 pm and, with luck, makes it home at seven pm. But on some days he gets home at 7.30, in the smog and dark with little street lighting.

The veld Mr Ndlovu passes on his way to and from the station, is the hunting ground of muggers. And in Soweto, criminals do not only make off with their victims' wages. They also stab to kill since dead men tell no tales.

Mr Ndlovu has had his share of the muggers. One winter evening, three figures sprang and before he knew what was happening there was a knife at his throat. "Topple," said the thugs, "give us your money." Luckily for him, he had R20, meant for the children's school fees. The thugs took his



Soweto trains, particularly during peak hours, are like packed ovens. People jostle for places without a care for others, even the aged.



The veld Mr Ndlovu passes on his way to and from the station is the hunting ground of muggers.



Sometimes a train comes into a station already packed and people have to hang on to the outside because they will be late for work if they miss it.

was flung through the window.

He has also seen bravery like in the summer of 1973 when three young men confronted an old woman, tried to seize her bag and, when she held on, slapped her across the face.

A young woman nearby cursed at the top of her voice, pulled off her high-heeled shoes and hit one of the thugs on the head. His blood, which spurted like a fountain, made the others panic and suddenly all the commuters in the coach attacked them.

They were badly beaten. One was dying or dead when the angry mob handed them over to railway police at New Canada station.

There was the day, too, when a group of kierie-wielding Zulus, obviously fed up with muggings, placed themselves strategically in a coach. At New Canada station a group of about five gangsters got on. As the train pulled off, a woman's scream drowned the buzz of voices.

## Hustle

The story is the same in the evenings. People jostle for places without a care for others, even the aged.

In the hustle pickpockets have a field day. Many thugs use unorthodox methods.

On Friday evenings — payday — a gang of thugs, knives drawn, will cause chaos by cornering a victim and demanding his pay packet. In the frenzy, people risk death and injury by jumping out of windows to escape being mugged.

Mr Ndlovu remembers people who were flung to death from moving trains when they tried to resist robbers. He remembers the night when a crazed knifeman indiscriminately stabbed people and openly dragged a woman to a toilet where he raped her. Nobody lifted a finger.

He remembers the night at Croesus station when a man foolhardy enough to resist was stabbed in the heart. His body

## Daredevils

The thugs were demanding money. But out of the blue the Zulus pounced on them. Blows rained on their heads. One jumped through the window to his death. Two were beaten to death on the train and crowds jeered their corpses.

But such personal crusades are rare. Railways police raid trains from time to time. "But as you know, a cop can be seen a mile away. When they are going from coach to coach, the thugs lie low," said Mr Ndlovu.

The trains also have their daredevils. They are the "staff riders," dropouts who travel for fun on the outside of trains. Many have fallen to their deaths and others have been maimed.



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Railway & Harbours Port Appropriation  
Bill - 2nd reading

House 5 Cols. 2089 - 2265

23/24 Feb. 1981.

+ Cols. 2331 - 2351  
25/2/81

3rd reading Cols. 2478 - 2520  
26/2/81



# High-speed trains are on the way

Amys 3/3/81 (269)

**CAPE TOWN to Johannesburg by train in 12 hours or so and Durban to Johannesburg in five hours, and this by 1986 — these are some of the prospects raised by the Railways' plan for high-speed travel published in its annual report.**

A task group has been created to investigate and introduce high-speed suburban and intercity passenger trains, says the Railways' general manager, Dr J G H Loubser.

An action plan has already been drafted whereby high-speed trains will be introduced gradually over the next four to five years.

He says investigations have led to the conclusion that passenger train speeds of 200 km/h are technically feasible and economically justifiable provided initial 150 km/h results show appreciable public support.

In its investigations the task group is studying aspects such as energy consumption, capital outlay and maintenance requirements.

The decisive factors in the operating of high-speed trains are the costs of capital, energy and track maintenance on a seat-trip basis.

#### SAVING

Investigations have shown that high-speed passenger trains can offer cost reductions of 40 per cent compared with conventional trains over an 800 km route.

These savings are the result of the increased number of revenue earning trips of the vehicles required.

It is planned to introduce high-speed trains in four phases. The first phase is aimed at reducing existing running times by up to 20 per cent by improving the quality of the braking mechanism and suspension.

Phase two entails the introductions of 150 km/h pilot trains, probably during 1982.

In phase three, it is planned to extend the 150 km/h pilot trains to full commercial service and establish the nucleus of a high-speed intercity network.

Phase four will comprise the introduction of international standard 200 km/h train sets in the network built up in phase three.

The task group is investigating the technical, economic and social implications of such high-speed train services, says Dr Loubser.

# Engineers

(269)

assessing 6/3/81

## airport extensions

Mercury Reporter

PLANNING engineers have begun assessing extensions for Durban's Louis Botha Airport following the joint announcement by SAA and British Airways of a direct Durban/London flight from April 1.

The airport — which has often been described as inadequate — will initially have to handle an extra 400 passengers a week.

Louis Botha station manager Mr C Schutte said: 'The department is aware of the situation and is attempting to do something about it. In fact, officials have already been out here.'

Response to the new flights has been 'exceptionally good' according to Mr T van Zyl, district sales manager for British Airways.

South African Airway's acting regional manager, Mr Phil Unterhorst, felt it was a little early to assess the flight's true worth but from the reaction to flights so far it looked as if it could become popular.

Durban travel agents felt the same way, one saying his passengers preferred to use the new flight. Another agent said some people had cancelled their previously booked flights and rebooked on the new service because of its convenience.

- 
19. For a general discussion, see Charles Stinkins, 'Unemployment, Employment, Growth in South Africa, 1961 - 1979', SAIDRU Working Paper No. 4.
  20. Report of the Commission of Enquiry into Matters affecting the Coloured Population group (Theron Commission Report) R.P. 38/1976, pp. 141-2.



# SA rail embargo on goods to Maputo

Argus Correspondent

DURBAN—South African Railways this week imposed an embargo on goods traffic between Komatipoort and the Mozambique port of Maputo.

A spokesman for the SAR in Johannesburg, Mr Theo du Toit, said the embargo had been imposed as trucks belonging to South Africa were not being returned as fast as they used to be.

The embargo will last until our empty trucks begin to be returned sooner. Until then there can be no export or import

traffic between Komatipoort and Maputo,' he said.

Mr du Toit said the Mozambique railway authorities had on Monday requested an embargo on all export goods, except coal and perishables, from South Africa. This had been adhered to.

He believed the embargo was only temporary and would be lifted soon.

He strongly dismissed speculation that the move had any political motive.

But I am sure that the situation will iron itself out in a matter of days, he said.

~~SAR~~  
269

# Rail traffic will roll north soon

RDM 6/3/81 (269) ~~272~~

THE embargo on rail traffic to Zimbabwe and Botswana from South Africa would be lifted soon, a spokesman for the South African Railways' said yesterday.

The embargo on certain goods was introduced by the SAR on February 5, at the request of the Zimbabwe National Railways, to relieve congestion.

The railways' spokesman in Johannesburg described as "premature" an announcement from Bulawayo yesterday that the embargo would be lifted today, but said confirmation of the lifting could be expected within the next two days.

A problem facing Zimbabwe is how to transport the bumper maize crop. But a Zimbabwe railways spokesman said a plan had been devised to make the best use of combined road and rail traffic to cope with the maize crop, expected to be between 1 600 000 and 1 800 000 tons.

Zimbabwe's new Minister of

Transport, Mr J. Chinamano, told Parliament this week that the railways were unable to cope with the increased traffic and would have to be aided by road transport.

He said the problems facing the railways had been caused by a number of circumstances, including the withdrawal of some South African wagons bound for Zambia and Zaire.

But the railways' loss in movement capacity had also been caused by the depletion of coal stocks as a result of the Wankie colliery strike, unrest in Bulawayo, and a locomotive artisans' strike.

Mr Chinamano said there had been a 25% increase in traffic offered to rail transport — and this figure did not take into account the agricultural crops.

The railways' capacity was also hit by too few serviceable locomotives because artisans were badly needed. A campaign to recruit artisans has been launched in Britain.



## RAILWAY TARIFFS (269)

### Price sting FM 6/3/81

Steel, coal and agricultural prices will rise, producers' profitability could drop and exporters be at a disadvantage as a result of last week's announcement that railway tariffs will increase by as much as 16.6% on April 1.

The transportation costs for Iscor will be 16.1% higher. Coal producers will have to pay 16.6% more for transportation, while farmers' products will cost 15% more.

Overall, the tariff increases will push up the consumer price index by 0.9%, according to the research director of the Federated Chamber of Industries (FCI).

Jan de Jager.

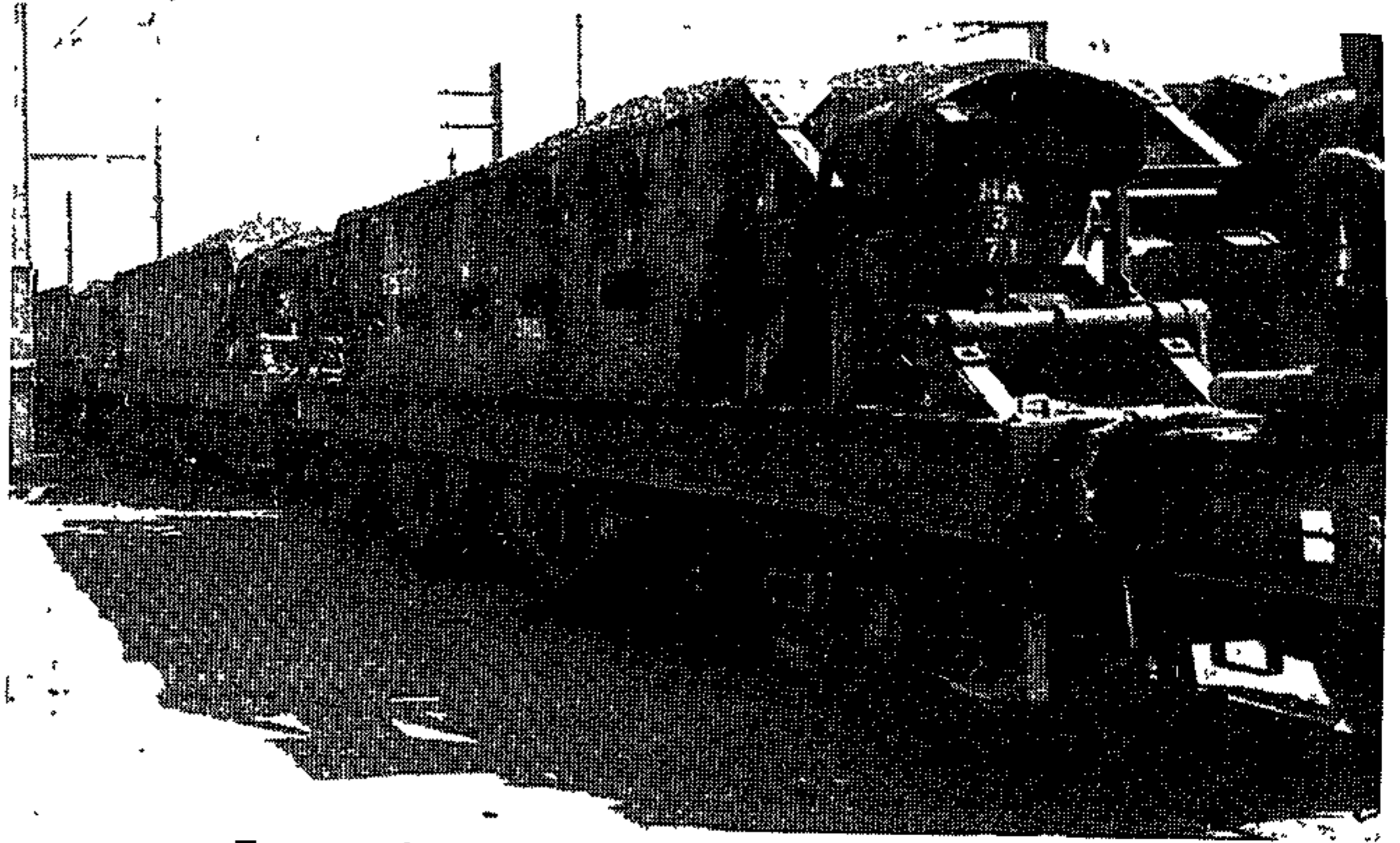
Coal producers say the impact of the tariffs will not be felt by the producers themselves, but by the consumers who pay the railage costs. Richard Bird, MD of the Transvaal Coal Owners' Association, says that because the demand for coal is relatively unrealistic, demand will not be affected to any significant amount.

In 1980, about 107 Mt of coal were produced in SA, and 5 Mt of that had to be shipped more than 100 km to usage sites. In total SAR & H shipped some 52,7 Mt of coal in the 1979-80 financial year, up 21.26% from the year before. The great bulk of that increase was due to the strong demand for coal exports, which rose 53.74% in 1979-80 from the year before.

By making it more expensive for exporters' agents to acquire SA coal, Bird says, domestic producers could become less competitive with other countries.

And domestic users will have to pay more, thus making their final products more expensive. Already, a Cape Town manufacturer has to pay up to R26/t — more than twice the coal's average pit-head cost of R11/t — to ship from the Witbank area, where the great bulk of SA coal is mined.

Bird would not estimate what price increases in coal will result from the tariff increases as "it varies too greatly from region to region and depends on the



Transporting coal . . . consumers will bear the brunt

consumers' location.

"But it's the consumer again who will have to pay for this increase," Bird says. "Manufacturers have no choice. The only alternative for them is to burn oil, and even with the tariff increases, oil is just too expensive for them."

Iscor will also have to pay vastly increased costs for transport. Shipping its iron ore to its three steel factories will cost R17,4m more after the increases. The

cost of transporting dolomite will rise R691 000, while coal shipment will cost R7m more. Railage for steel bound for export will cost R4,5m. In total, considering transporting both raw materials and finished product, Iscor will have to spend R32,8m more after the increases take effect.

It is not known whether steel prices, which require Cabinet approval, will be raised to match the increased costs.

Agricultural leaders, on the other hand, have no doubt that the tariff increases will cause food prices to rise even more than other prices.

"We expect that many of our farmers will be severely affected, especially in the short term. The increased costs will not show up in increased food prices for quite a while, perhaps two or three years for some. What it means is farmers will be weakened even further." SA Agricultural Union president Jaap Wilkens says. Both farmers and consumers will be hurt. Nobody is happy about this.

Wilkens says as farmers' profitability is reduced, especially in price sensitive commodities, a less robust agricultural sector could result.

The Maize Board, for example, is worried that its Stabilisation Fund, which collects a levy on producers to cover export losses, will be adversely affected. (See lead story.) As maize producers pay more for all transport, and thus make less profit on increased costs, the Stabilisation Fund will collect less revenue.

Maize prices could rise about the same amount as the increased tariff charges, or about 13%-15%. This is despite an early forecast for a record maize harvest of 11-12Mt when crop gathering starts at the end of March, up from the 9.9Mt that went through the board last year. Of that 1980 figure, about 3.7Mt were exported.

"If our costs continue to go up, it will undoubtedly have an affect on our ability to export," Nel says. Including docking fees, transportation already costs between R20-R21/t.

SAR & H's subsidy programme is worrisome to some businessmen. FCI's De Jager recommends that the railways do away with its complicated system for "low rate" goods, or those that are mostly primary products en route to further production. The "high rate" commodities, primarily finished products, subsidise the "low rate" goods. Products destined for export are also subsidised by SAR & H revenue.

"We are not in favour of these subsidies at all," De Jager says. "It's really a tax on the higher rated producers. The impact of the increases on businesses would be a lot less if everyone had to pull their own weight."

# Maputo goods clamp

ROM 7/2/81  
Staff Reporter

AN EMBARGO of goods traffic between Komatipoort and Maputo has been imposed by the South African Railways because SAR trucks are not being returned fast enough

The number of SAR trucks in Mozambique exceeds 1 800 — the quota agreed on by a bilateral agreement between South Africa and Mozambique

An SAR spokesman said yesterday that on Monday the Mo-

zambiquan authorities had requested an embargo on all export goods — except coal and perishables — as their stations were blocked with loaded trucks

"But when we investigated and found our trucks were not being returned as fast as they used to, we decided to impose a total embargo"

As soon as the excess had been emptied and returned the embargo would be lifted, the spokesman said



5700  
Embargo  
on goods  
to Maputo

South African Railways will not lift its embargo on goods traffic between Komatipoort and Maputo until satisfied with the rate at which more than 1,800 empty SAR trucks are returned to the Republic.

A Railways spokesman said today that Mozambique was returning the trucks, but it was too early to assess whether they were coming back at an acceptable rate.

Apart from halting the flow of imported goods through Maputo to South Africa, up to 10,000 tons per day of South African exports had been stopped by the embargo.

The exports were mostly of chrome ore and coal. The move, he emphasised, was not political. Mozambican authorities have said the "unilateral embargo decision cannot be seen separately from the attack on Matola on January 30."

The fact that there were 1,800 empty SAR trucks in Mozambique "made nonsense" of the Mozambican claim that South Africa had, during the last year, been sending Maputo and Matola-bound trucks to South African ports instead, said the spokesman.

# Bomb on city-bound jet: Man found guilty

Angus 10/3/81 (269)

ROBERT Leslie Fennell, 18, was found guilty in Bellville Regional Court yesterday of attempting to jeopardise the operation of a Boeing 747 when he took out a home-made bomb shortly before the aircraft landed at D F Malan Airport on March 11 last year.

He was also found guilty of having under his control a harmful article without the permission of the aircraft operator.

On a third charge he was found not guilty and acquitted of being in possession of an unauthorised explosive and of attempting to escape from custody; alternatively, being in possession of an instrument with intent to escape.

The hearing was postponed to March 23 for a probation officer's report and sentence.

The magistrate, Mr J Langenhoven, said that while Fennell was being

taken in custody from the police cells in Randburg, he could not be regarded as a prisoner.

'A police cell is not regarded as a prison

'You were being taken from a police cell to a reform school and cannot be found guilty of attempting to escape from custody,' said Mr Langenhoven.

In mitigation, his defence counsel, Mr A Veldhuizen, said Fennell's moral blameworthiness was not that serious as the act did not have the effect of jeopardising the passengers on board the aircraft.

He also asked the court to take into consideration that Fennell had been in custody — barring a few

days — for one year. He did not have the benefit of the reform school.

Mr Veldhuizen said five years (minimum sentence for being in possession of an explosive) was ample time for the accused to rehabilitate himself and try to make something of his life.

Mr J L Luckhoff prosecuted. Mr Veldhuizen was instructed by Smutcher Cohen and Smutcher.



# SAR will not lift embargo

SowEran

~~10/3/81~~  
9/6/81

**SOUTH African Railways will not lift its embargo on goods traffic between Komatipoort and Maputo until it is satisfied with the rate at which more than 1800 empty SA trucks are being returned to the Republic.**

An SAR spokesman said in Johannesburg yesterday that Mozambique was returning the trucks, but it was too early to assess whether they were coming back at an acceptable rate.

Apart from the halt to import goods through Maputo to South Africa, up to 10 000 tonnes per day of South African export goods had been stopped by the embargo.

The exports were made up mostly of chrome ore and coal, said the spokesman.

Asked about the effect on SA exporters, he said the embargo was "only a temporary measure. It will last until our empty trucks begin to be returned much quicker than they have been recently."

Congestion on the Mozambique rail system was made apparent last week when Mozambique authorities requested SAR to impose a partial embargo. They requested a stop to all export goods from South Africa other than coal and perishables. South African exports are handled from Komatipoort by Mozambique railways.

"We adhered to this partial embargo, but when we investigated and found that our trucks were not being returned as fast as they used to, we decided to impose a total embargo ourselves, said the spokesman.

# Nusas loss

RM 10/3/81  
blamed on

# SAR Police

By MARTIN FEINSTEIN

THE National Union of South African Students (Nusas) has blamed the Railways Police for a loss of hundreds of rands on thousands of student booklets which mysteriously went "missing" last year.

Nusas sent thousands of copies of "The South African Student's Handbook", a discount and travel guide, and "The Union is Strength", a trade union booklet, by South African Airways airfreight to English-language universities.

But none ever reached their destination, according to the latest edition of Saspu National, newspaper of the SA Student Press Union.

And at the time both SAA and SAR officials denied any knowledge of their whereabouts to the Nusas secretary-general, Miss Sue Myrdal.

Soon after Nusas threatened to sue SAA, the Directorate of Publications declared both

booklets "undesirable" — but the decision on the student handbook was reversed on appeal.

The union then received a letter from the Commissioner of Railways Police saying the booklets had been seized "as the commission of an offence was suspected".

"After a police investigation on December 19, 1980, the Attorney-General declined to institute any criminal proceedings," it said, and added that the handbooks were "available for delivery" at the airport charge offices in Johannesburg, Cape Town, and Durban.

They have refused to release the trade union publication.

Miss Myrdal said the police had "deliberately misled Nusas".

"Either SAA was misled by the Railways, and/or the Security Police, or they were in on the whole thing from the beginning," she said.





# STAATSKOERANT

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KAAPSTAD, 11 MAART 1981

CAPE TOWN, 11 MARCH 1981

*Jv full text see gfy* [No 7476]

KANTOOR VAN DIE EERSIE MINISTER

OFFICE OF THE PRIME MINISTER

No 497

11 Maart 1981

No 497

11 March 1981.

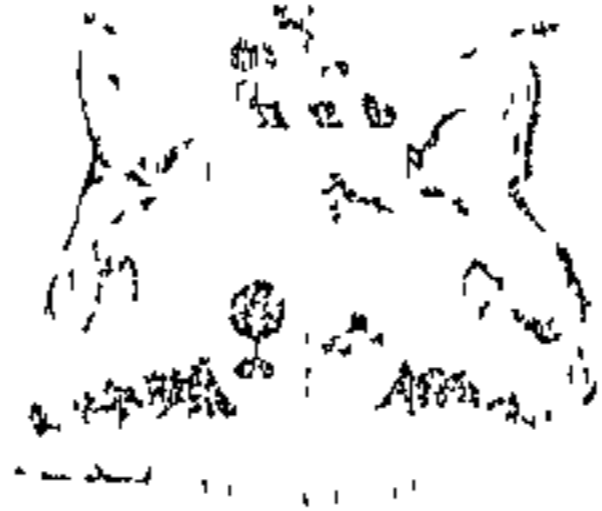
Hierby word bekend gemaak dat die Staatspresident sy goedkeuring gegee het aan die onderstaande Wet wat hierby ter algemene inligting gepubliseer word --

No 30 van 1981 Spoorwegaanlewet, 1981.

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

No 30 of 1981: Railway Construction Act, 1981.

*269*



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OFFICE OF THE PRIME MINISTER

No 496

11 Maart 1981

No 496

11 March 1981

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No 29 van 1981 Wysigingswet op Spoorweg- en Hawe- en Oewerwaterwet, 1981

No 29 of 1981 Railways and Harbours Acts Amendment Act, 1981

269





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VAN DIE REPUBLIEK VAN SUID-AFRIKA

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KAAPSTAD, 11 MAART 1981

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*See full text see GG*

[No 7480

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No 34 van 1981: Addisionele Spoorweg- en Hawebe-  
rotingswet, 1981

No 34 of 1981 Railways and Harbours Additional  
Appropriation Act, 1981

269

# Union leader praises SAR labour policy

26  
Sim  
12/3/81

By Drew Forrest

More than 20 000 coloured, Indian and African workers are now doing jobs on Railways that were formerly done by whites and more will be needed if standards of service are to be maintained, says Mr Jimmy Zurich, chairman of the Federal Consultative Council of the SAR & H Staff Association

Last night Mr Zurich, who is also chairman of the Artisan Staff Association, told the council's

annual meeting in Johannesburg that the seven trade unions represented on the council were the most responsible in the country. Their approach, coupled with the dynamic leadership of the Railways management, had enabled the SAR to carry more goods last year than in any previous year with a smaller workforce.

The absorption of 20 000 coloured, Indian and African workers into the Railways workforce had been achieved without disturb-

ing or upsetting race-relations, he said. This was an example to the rest of the country.

Management would have to continue to consult the council about its labour policies, particularly when more than one personnel group was affected. And, to provide the service expected by commerce, industry and the public, greater use would have to be made of workers who were not white.

## UNPRECEDENTED

The growing prominence of such workers on the Railways was shown last night by the unprecedented presence of observers from three coloured and Indian staff associations.

Last November the council's constitution was amended to allow "non-white" unions to affiliate to it. Because of this "momentous decision," Mr Zurich said, the way had been cleared for the coloured and Indian staff associations to become full members of the council.

"Should this happen it would make the council more representative — and this could only be in the interests of all Railway personnel," Mr Zurich said.



# All-race

# buses

Argus 12/3/81

# called for

# in Durban

Argus Correspondent

DURBAN — The desegregation of Durban's municipal buses would result in an improved level of service and great financial savings to ratepayers, the public and the city's transport department, the Local Road Transport Board heard.

The LRTB is considering an application by the Durban Transport Management Board to desegregate its white and black bus services.

Giving evidence general

manager, Mr Marshall Cuthbert said the application was 'sensible and logical' from an energy conservation 'point of view'.

It would eliminate duplicated services, which at present involved an additional R470 000 and 230 000 litres of diesel fuel.

'The current situation means that we are operating separate buses on practically identical routes merely to cater for different races,' Mr Cuthbert said.

He told a packed boardroom that there had been a fall-off of passengers on the white service over a number of years 'primarily because of the quality of life enjoyed in this country'.

This was due also to the increasing car ownership.

He said the DTMB estimated the loss on the white service to be R1.7-m this year.

Mr Cuthbert said the board was in favour of desegregating the white and black services at existing fare structures.

He said the main 'racial mix' would be during valley (off peak) periods, over weekends and in the evenings, but it is not expected to be big.

## EVIDENCE

A number of organisations and individuals were due to give evidence at the hearing.

Those in favour of the application and who would address the board include Professor Gavin Maasdorp on behalf of the University of Natal; Mrs A Cohen of the Domestic Workers' and Employers' project, Mr A W Stowman, Diakonia; Miss J A Davidson, Women for Peaceful Change Now, Mr B K Dlodla, Durban and District Council of Churches.

Those opposed to the application include the right wing organisation, the White Rhino Club, Councillor Lew Phillips and private Indian bus operators in the northern and southern areas of Durban.

worked on the railway contractors and three roads). Only one was at Coronation Cape, at Coronation

Distribution of workers according to

<u>Employer</u>	
Other farms	1
S A R & H	1
Building Contractors	1
Cartage contractor	1
Divisional councils	1
Household (as gardener)	1
Vegetable market	1
Farmers' Co-operative	1
Nelspoort Sanatorium	1
Coronation Collieries	1

total

Note: This total is 44 because some workers list one previous job. Furthermore, four of those listed above as having done work other than that had also worked on farms before coming to the railway. They were interviewed.

Mr N. Dixon, an official at the East London Station ticket office, holds up the application form for the "40 off" discount which is being offered by the railways to people over 60.



# Interest in discount tickets

**EAST LONDON** — The South African Railways ticket office here is expecting a flood of applications for cards entitling people over 60 years old to a 40 percent discount on train fares during off-peak periods.

The "40 off" plan was first announced by the Minister of Transport, Mr Hendrik Schoeman, during his railway budget last month. It comes into effect on April 1.

The plan was formulated to encourage traffic on out-of-season mainline trains and after peak hours on commuter trains.

An official in the ticket office at the station here, Mr N. Dixon, said there were as many as 30 inquiries a day from people who were interested in the scheme.

"Although we have not

received the actual '40 off' tickets yet, we do have application forms available for interested people," said Mr Dixon.

"Applicants should complete these forms and hand them, together with two black and white photographs and documentary proof that they are over 60, to any SAR ticket office," he added.

The plan applies to all mainline trains, except the Blue Train and the Drakensberg express, from April 23 to June 23, August 5 to September 24, October 14 to November 2, and January 21, 1982, to March. The discount applies on all first-class commuter trains from April 1 to March 31, 1982, on any service after 9 am.

"The card will cost R10," said Mr Dixon, "but when the saving on actual

fares is taken into account it's worth it.

"When the increased fares come into operation on April 1 it will cost approximately R120 for a return to Johannesburg. However, if a person over 60 has the discount card

he or she will pay something in the region of R72," said Mr Dixon.

The scheme has not been applied to third-class travel as these fares are below the discounted first and second class fares. — DDR



b) he notifies any movements, pregnancies, births, illnesses, deaths, unemployment or changes in employment of family members.

c) he keeps homes, belief

2. He helps by repor

3. He carries example

4. He plays

5. He is able to apply first aid, knows how to against smallpox, and how to collect specii ratory examination.

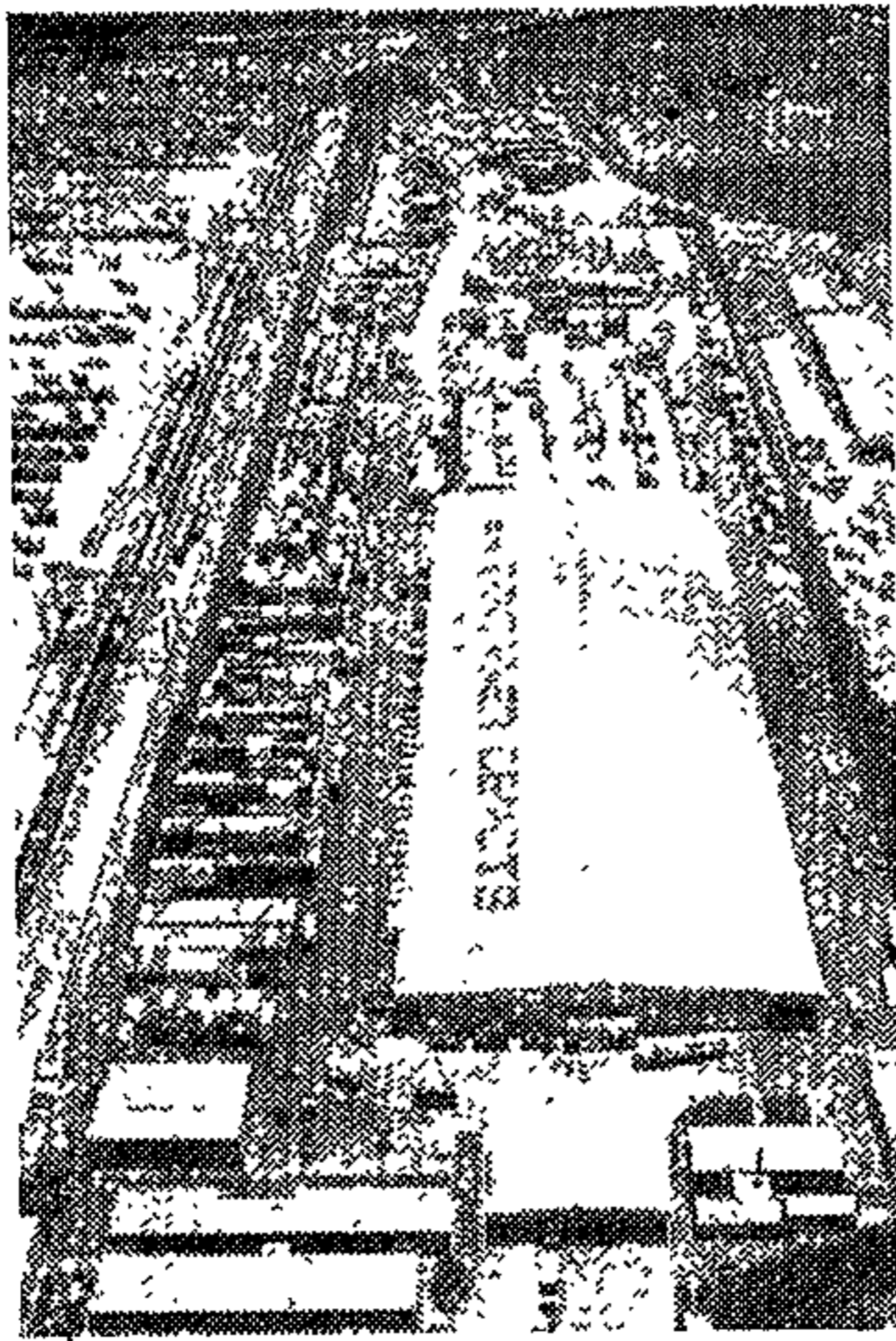
6. He knows how to use social agencies in orde assistance for the people.

It can be easily understood from these duties, assistants played a crucial role in collecting community statistics, so badly needed for a prop of the Health-Centre Service upon the local comm more the vital role they played as far as the pr preventative health service aspects were concern be of fundamental value.

After 10 years in 1952, a full progress report o the Pholela Health-Centre Service upon the local published by Kark and Cassel. (3) According to the intensive health service for the people living in a certain area had been gradually extended over the years to embrace finally some 8 500 people.

The medical officers were each taking care of some 3 000

people in a defined section of the intensive area. They provided curative and preventive services (by means of the



BEFORE — the City Deep depot in January



AFTER — the same depot this week

# Bottleneck eliminated at container depot

*S. Times 15/3/81 269*

THE mountain of containers at South African Container Depots' City Deep premises has been dramatically reduced from a high of 1 400 FCLs (full container loads) in January to 426 FCLs this week, and the flow of LCLs (lesser container loads) was down to normal.

At one stage, after an abnormally high flow of imports and the holiday season work hiatus, there were an additional 400 FCLs at the SAR's adjoining City Deep container terminal, a total of almost 2 000 containers representing thousands of tons of uncleared goods (34 000 tons were still stalled at the beginning of February).

Consultation between and concerted efforts by the SAR, SADC, organised commerce and freighting and forwarding companies have produced the dramatic change seen at SADC's City Deep depot in these two pictures.

At a meeting in Johannesburg this week, previous acrimony — importers blaming the Railways and the terminals for not being able to handle the surge of traffic and the terminals blaming the importers for

By Elizabeth Rouse

inefficiency in taking deliveries — was dissolved by fixing the blame on importers' lack of knowledge of how containerisation works.

Organised commerce, including the JCC's transport consultative committee, will now start a drive to educate importers. Both the SAR and SADC are expanding facilities although these will be far in excess of what is utilised in times of normal container traffic flow.

cess of what is utilised in times of normal container traffic flow.

SACD has placed an order for an extra large gantry and a 25-ton front-end loader, changed its road systems and extended its stacking areas. The SAR says its planned container terminals at Capital Park and Rosslyn, Pretoria, will take the PWV area load off City Deep. Further container terminals are planned for Benoni and Vereeniging.

There was a fairly rapid expansion program for new Health-Centres, after a vote of £50 000 was granted for this purpose by the government in 1944. The early favourable results obtained at Pholela certainly had contributed much to the Government's



# Cut-price railways tickets are 'useless'

269

16/3/81 SOWETO

269

THE South African Railways pensioners discount scheme is useless to black pensioners because it does not in any way alleviate their problem, says Mr Tom Manthata, executive member of Soweto Civic Association and a member of the Committee of Ten

As far as I am con-

cerned, the scheme is useless to black pensioners. In fact, it is stupid. I do not think any pensioner in his right senses would use a first class coach. Where would he get the money? Consider the fact that he or she has to pay rent, buy food and clothing with the R61 he or she earns bi-monthly. Do you think he would have any money left to afford a R1 ticket

to town (it will be 40c under the scheme)." said Mr Manthata.

The railways introduced the "40 off" scheme at the reading of the budget last month. All pensioners over 60 will be entitled to a 40 percent off-peak train fare reduction. The scheme is for first and second class commuters only. It is open to all races.

Mrs Marjorie Mangana, chairlady of the Itlhokomeleng Organisation for the aged which represent more than 1 000 pensioners in Alexandra, says the scheme is useless and should be called off.

"What is the use of having a scheme that is not helpful to people who need it most," she said. "Let us forget the scheme and do things that are more important for the pensioners. Look around you, you will see elderly people dirty, starving and miserable. Help them and you will have done them a service," she said.

The public relations officer for the Railways, Mr J C van Rooyen, says the scheme is meant for all races, but if black pensioners cannot afford it they "will have to use the third class which is even cheaper than the reduced first and second class fares."

He said he was unaware that black pensioners would be excluded because of money problems.



Mrs Marjorie Mangana . . . forget the scheme.



# SAR gears up to haul bigger loads to Richards Bay Longer 'jumbo' coal trains

By Lynn Carlisle

AMID hopes of current coal exports trebling before 1990, the SA Railways is already gearing itself to handle massive increases and will introduce new generations of both direct current (dc) and alternating current (ac) locomotives to move ton-nages from Transvaal's coalfields to Richards Bay.

As reconstruction to accommodate longer "jumbo" trains progresses at full steam in line to export 44-million tons annually instead of 20 mt/a by 1986 — estimates are that another 2 000 enlarged wagons will be needed if Government approval to move 70 mt/a is given.

This picture emerges from Railways project co-ordinator John Walls when asked how they would be able to handle 70 mt/a being speculated by top coalmen, in the context of infrastructural expansion to cope with 44 mt/a.

"There's no doubt that we will complete the strengthening, regrading and general reconstruction of the coalfields to Richards Bay line by 1986," assures Walls.

Putting in longer crossing loops to accommodate trains with 200 wagons and strengthening the track to take each one's increased 80 t load is



John Walls

one thing. Extending the marshalling yards at Ermelo, Vryheid and Richards Bay is another.

"But one of the biggest jobs is reducing the ruling gradient against loaded trains from 1:66 to 1:60 in places. This involves numerous deviations in the process," he says.

On "new types" of locomotives, these will be introduced on the dc line from the coalfields to Ermelo and on ac from Ermelo to Richards Bay.

"We will still use existing locos and the smaller trucks throughout South Africa

after they have been phased out of the coal routes," says Walls.

Then loads will increase from 4 900 to to 16 000 t per train leading to a reduction from 14 to nine trains daily, while "short" trains will continue to use the same line uninterrupted.

"We hope in 1983 to run 'slave' trains comprising two locos in front while the five in the middle are there for braking and tractive purposes.

Commenting on these developments to a Saffra seminar on energy last week, Richard Bird, director of the Transvaal Coal Owners' Association, says that the Railways have done "an incredible job" of co-ordinating coal transportation efforts at a high level.

Mike Dunn, managing director of the Richards Bay Coal Terminal Co, reports that tenders have been invited from around the world for heavy equipment for the enlarged terminal, including a ship loader to be provided on the two additional coal berths to be constructed under a contract for R47,5-million recently let by the Railways.

This sum does not include the rail, civil, and earthworks contracts to be let by the Richards Bay Coal Terminal, he says.

3. As the garden was established in late 1977 production is as yet too low for marketing problems to have been encountered.

24.

## 4.2.2 UMTHI COMMUNAL GARDEN

1. This garden is in a very fertile valley with abundant water. The village is isolated. The communal garden was started in 1970, it is six morgen in extent. (Apart from this garden and Abalimi the other gardens are about 1 morgen). There has been a significant drop in membership from 90 in 1970 to 10 at the present.

2. This garden is more communally run than most. Because the garden is so big, dry land crops are grown. These are communally cultivated and communally distributed amongst members. Vegetables are also grown on individual plots although members from work parties to cultivate each other's plots and seed comes from a central pool. Cash from vegetables sold at the Idolophu market is pooled for capital improvements. (However the total for the whole garden was only R40 for the summer months of 1977-1978).

3. Marketing. The way in which a limited market restricts production is clearly shown here by the vegetables which women do not even bother to harvest, rotting in the fields.

## 4.2.3 INKOMO COMMUNAL GARDEN

1. This garden is in N.M.'s home area and is one of the oldest surviving communal gardens in the Umhlaba district. It started with a very heavy Zenzele input. Initial membership was only open to Zenzele members but because it was so little used at all in 1974-1976) it was opened to everyone recently and since then there has been a slow growth of membership.

# Inquiry into incidents at City station

CT 17/3/81  
269 287

Staff Reporter

THE Railways will launch a full inquiry into incidents at the weekend when coloured commuters were allegedly told to leave the "non-white" carriages and make way for white passengers.

The incident, involving conductors and railway policemen, occurred on Saturday morning after the University of Cape Town's Rag procession through the City.

Reports that a white man had been arrested at Cape Town station in connection with the incidents could not be verified yesterday.

A weekend newspaper reported that at Cape Town station after the procession "non-white" carriages were suddenly designated "whites only" when hundreds of people arrived to go home by train.

According to one witness quoted in the newspaper the conductors "ordered hundreds of coloured passengers to get out so whites could take their places".

White passengers' apparently remonstrated with railway officials but were told the trains would not move until the coloured passengers had either

left the train or used another carriage.

Yesterday the assistant chief superintendent of the commercial section of the railways, Mr T Moore, said it was "common practice to change over the name boards when you get a great crowd of one race outnumbering the other race".

"You can equate this with what happens at stations after soccer and rugby matches. Trains run every three to five minutes and if the passengers had only been patient and waited for the next train to come there would not have been any incidents," Mr Moore said.

He said the decision to change the boards designating certain carriages to a certain race group was often left "at the discretion of the man on the spot to exercise his judgment to the best of his ability".

The "man on the spot" was best-trained to deal with these situations, Mr Moore said.

He said the incidents would be investigated.

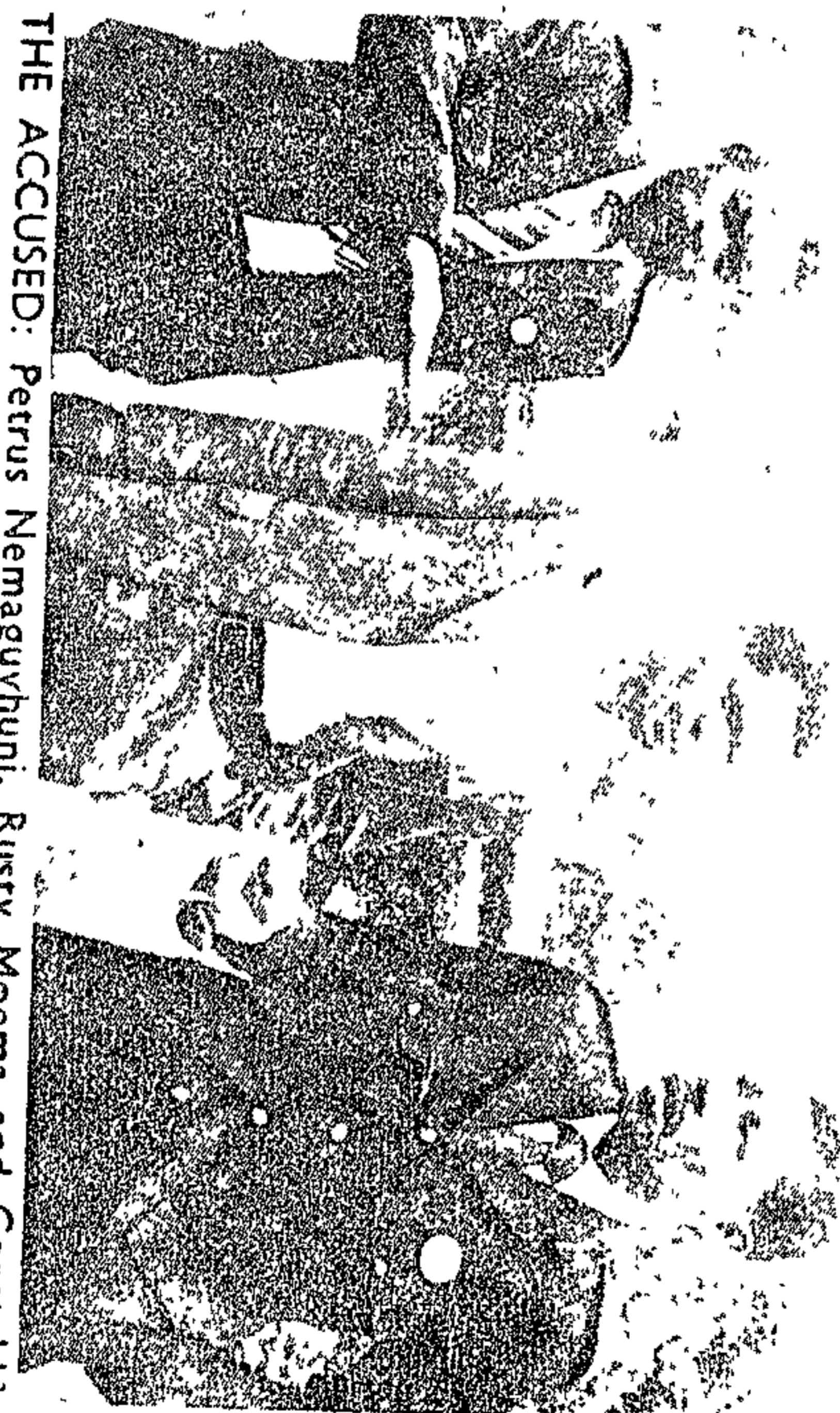
"We don't take this sort of thing lying down. We are finding out all the pros and cons and if there are any culprits on our side we will see to them."

Complaints concerning Saturday's incidents can be directed to Mr Moore at 218 2685.



# I SCRUBBED

# MY OWN



THE ACCUSED: Petrus Nemaguvhuni, Rusty Moema and Constable Mbele.

MR Joseph Zenzele Mavi, president of the Black Municipal Worker's Union, recalled yesterday how he was made to scrub his blood on the floor of an office where he had been assaulted.

Testifying before Mr P M Jacobs at the Orlando Magistrate's Court, Mr Mavi said his face was puffed up and he was bleeding through his nose and a wound in his

# BLOOD

By MANDLA NDLAZI

would be arrested if he did not pay the R1. By then, said Mr Mavi, Mr Nemaguvhuni instructed Mr Mbele to telephone the police.

He said Mr Mbele left the scene, but on his return he spoke to Mr Nemaguvhuni.

other barrier attendants joined in the assault. Mr Mavi said they kicked, punched him with their fists and hit him on his head with sticks.

Mr Mavi said when his wrist watch fell while he was being assaulted, Mr Mbele picked it up and on the floor, he said. He said he was at one stage forced to lie on the wet floor. When he got up, he said, he was told to get to the gate and beg for money from the other passengers as



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25/3/81

on the floor of an office where he had been assaulted.

Testifying before Mr P M Jacobs at the Orlando Magistrate's Court, Mr Mavi said his face was puffed up and he was bleeding through his nose and a wound in his head, when his assailants ordered him to scrub his blood on the office floor.

In the dock were three railway barrier attendants, Mr Constable Mbele (30), of Orlando West, Mr Petrus Nemaguvhuni (35), of Jabulani Men's Hostel and Mr Rusty Moema (30), of Jabulani.

They appeared on a charge of assault with intent to do grievous bodily harm. The State alleges that they assaulted Mr Mavi on January 17 this year.

In his evidence, Mr Mavi said he had a weekly Kiptown ticket when he alighted at Inhlazane railway station on that day. The barrier attendant, Mr Mbele, had told him that he would have to pay some amount of money to go through. Before Mr Mbele could tell him how much it would be, another barrier attendant, Mr Nemaguvhuni said it would be R1.

Mr Mavi said the two men told him that he

### By MANDLA NDLAZI

would be arrested if he did not pay the R1. By then, said Mr Mavi, Mr Nemaguvhuni instructed Mr Mbele to telephone the police.

He said Mr Mbele left the scene, but on his return he spoke to Mr Nemaguvhuni and Mr Moema but he did not hear what they were talking about.

Mr Mavi said Mr Moema then instructed his two colleagues to take him to some staff room or waiting room in the premises. He said when he was taken there, a man called Sergeant Mkize slapped him on the face.

Mr Mavi said he was assaulted by Sergeant Mkize after he said he did not have R1. The

other barrier attendants joined in the assault. Mr Mavi said they kicked, punched him with their fists and hit him on his head with sticks.

Mr Mavi said when his wrist watch fell while he was being assaulted, Mr Nemaguvhuni picked it up and put it in his pocket. He said he was repeatedly assaulted and these men went through his pockets and took some documents and pens he had with him.

Mr Mavi said his face was swollen and he was bleeding through his nose and had a wound on his head. He felt pains in his body as a result of having been kicked and punched. Then he was forced to scrub his blood

on the floor, he said.

He said he was at one stage forced to lie on the wet floor. When he got up, he said, he was told to get to the gate and beg for money from the other passengers as they alighted from trains. He said he did so and collected money that amounted to R1.

Mr Mavi said Mr Mbele then wrote him a R1 ticket, but when he demanded to see it, Mr Nemaguvhuni assaulted him, saying "why do you want to see the ticket."

Mr Mavi said he got a chance and fled to Jabulani police station where he reported the case.

The case continues on May 7.



# 'Back to coal' for S A ships

N M 26/3/81 (219)  
Shipping Reporter

COAL-FIRED ships could be operating on the South African coastal and short sea trades by 1983, said the chairman of Unicorn Lines, Mr Murray Grindrod, at the international coal symposium being held in Durban yesterday.

## 'Only way out in energy crisis'

Mercury Reporter

COAL utilisation is the only practicable way South Africa can ride out the energy crisis, Prof M R Judd, head of the Department of Chemical Engineering, said last night at his inaugural speech at the University of Natal.

'Most of the world's oil will be consumed within the lifetime of children born within the decade since 1965. We no longer can say if the oil runs out but when it runs out

'If we are to keep our economy growing then we have to fill the gap in the energy picture in the next 20 years by using our only proven energy resource, coal,' said Prof Judd.

### Research

He said although it was usual to pursue academic research at universities, he believed it necessary for universities' chemical engineering departments to become involved in applied research as well.

'We need to use what manpower we have and not wait for better days. We are in an energy crisis and have only a few years to sort it out.

'The traditional applied research laboratories at CSIR, FRI, Sasol are stretched to the limit because of manpower problems,' he said.

The symposium, at the SA Sugar Terminal, was organised by the South African Institute of Marine Engineers and Naval Architects, with the assistance of the Transvaal Coal Owners' Association.

'When I started in shipping in 1957, the companies which made up what Unicorn is now, were operating eight coal-fired ships made between 1918 and 1936.

'The last of them was scrapped in 1963, and 20 years later — 1983 — may well see coal-burning ships being operated once more,' said Mr Grindrod.

In a paper entitled 'RSA Short Sea Trade and Coastal Operations and Costs', Mr Grindrod spoke of a feasibility study that Unicorn Lines had conducted into coal's potential.

'We are very seriously considering the coal option, but have to consider a number of other factors: the price of the diesel alternative, the time spent steaming, the future cost of coal and the future cost of diesel.

### Short routes

'We also have to consider the possible loss in versatility should a coal-fired vessel need to be re-deployed.'

Mr Grindrod said the strategic value of coal to a South African shipowner who has a vessel able to use a domestically-produced fuel could not be ignored.

'We could successfully operate coal-fired ships on the South African and short sea trades — if the economics looked right. We believe that these routes lend themselves to the use

of coal'

He cited Durban as a good bunkering port, with vessels on round voyages turning and filling up with coal here.

The round-trip routes that Mr Grindrod mentioned in this respect were all of about 3 000 nautical miles and 12-16 days in duration: Walvis Bay, the Northern Mozambique port of Nacala and Mauritius.

### Coal price

Mr Grindrod concluded by appealing for some commitment on the future price of coal. At the moment, export coal sells for considerably more than locally consumed coal, and to a certain extent, the exports subsidise South African consumers.

Mr Mike Harris, general manager (technical) of the Transvaal Coal Owners' Association, who presented a paper entitled 'Types of Fuel Coal', was enthusiastic about the fossil fuel to power ships and said that he estimated that South Africa had reserves sufficient for 300 years.

### Supplies

'The USA will continue to be the world major coal producer and exporter, with Australia and South Africa playing increasingly important roles in supplying the world with coal.'

He said a realistic estimate of the country's coal reserves was between 50 000 and 70 000 million tons and this justified the large-scale exporting of coal and 'participation in the international coal trade'.

Mr Harris said Durban and Richard's Bay were particularly well-placed as bunker ports for coal, as the Natal Newcastle fields were capable of producing the type suited to fire ships.

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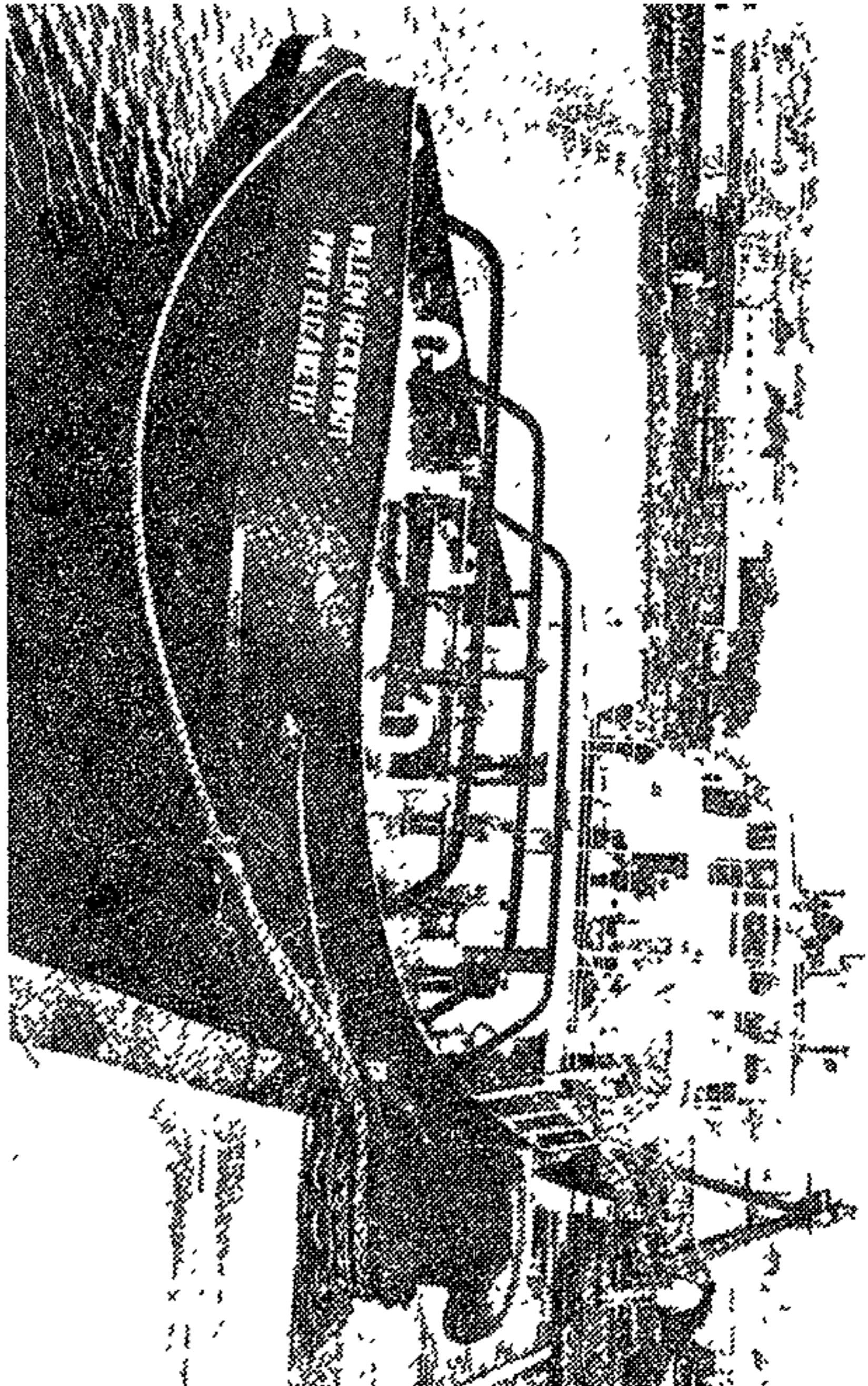
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THE Sir William Hoy, now out of commission, was the last coal-burning tug in Durban Harbour. She gave 50 years' service and was withdrawn in 1979.

Shipping

Andy Newby

# Back to Coal?

## But S A R man sounds warning at symposium

'We would like you, as a senior official in the Railways Administration, to take the news back to Johannesburg that coal-fired ships off the South African coast are not just a maybe — they are definitely on the way.'

This was what the national president of the South African Institute of Marine Engineers and Naval Architects (Saimena), Mr Dick Jenkins, told Assistant General Manager of the SAR & H, Mr Bertie Groenewald, at the Saimena international coal symposium at the S A Sugar Terminal on Maydon Wharf yesterday.

ships might be operating out of South African ports by 1983.

However, Mr Groenewald warned that a move back to coal again from marine oil would be neither quick nor easy.

'In the end total transport economics will be the deciding factor,' he said.

The absence of modern coal bunkering facilities would be a major problem and in the case of Durban, Mr Groenewald pointed out, there was simply not enough space to go ahead and build sophisticated coal loading facilities.

A delegate asked him if there was any reason why the Bluff Coaling Appliances (BCA) should not be suitable.

'There is no reason at all,' replied Mr Groenewald. 'But unfortunately the BCA facilities were built in 1905 and are coming to the end of their lifespan and within five years will be phased out as they are no longer an economic proposition. At the moment we could not justify using the port area they occupy to build bunkering facilities.'

when coal-fired tugs were no longer economical and we switched over to diesel tugs. We have conducted extensive studies into the coal option but modern tugs could not efficiently be powered by coal again.'

The Railways had estimated that coal needed about twice as much bunkering space as oil, and for relatively small craft such as tugs this would not be practical.

Another factor that Mr Groenewald asked the delegates to consider was the fact that tugs actually used up more energy burning coal than they did burning diesel — performing the same tasks over an extended period.

'A coal-fired tug cannot be shut down and then started up again for short operations. Its boiler has to be kept going all the time. A diesel tug can stop and start easily, and so the annual fuel cost of a coal tug is higher than that of a diesel tug,' he said.

The Railways had looked into the possibilities of linking a Voith Schneider propulsion system to a steam boiler — and had run into problems.

'Our findings indicated that we would need as many as five Scotch boilers for a 4 000 shp tug. This would be far too heavy. Also coal would not give a fast enough response for a modern tug,' he said.

tug is higher than that of a diesel tug,' he said.

Groenewald also said that in some parts of the world there might still be facilities for bunkering ships with coal, but in most ports new facilities would have to be built.

'A further consideration would be whether the ships could be bunkered as they worked cargo. These days the emphasis is on a quick turnaround time. In South African ports bunkering can be accomplished at a cargo berth if the vessel is taking oil — but it would be difficult to do this with coal.'

'The vessels might have to be moved to another part of the port and this would cost the shipowner more money.'

Mr Groenewald was emphatic that coal could not replace diesel to fuel tugs.

'There came a time in the history of the SAR & H

On the second day of the symposium on coal-fired ships (two days were in Durban and the final two will be in Cape Town next week), Mr Groenewald opened the programme with a paper entitled 'SAR Technical and Administrative Problems and Opportunities'.

At the conclusion of the paper, Mr Jenkins asked

Mr Groenewald 'Would the Railways Administration look kindly at private enterprise building modern facilities to bunker coal in Durban harbour?'

**Matter of time**

'It is not possible to say yes or no at this stage,' replied Mr Groenewald.

Mr Jenkins then expressed the view — which became increasingly more progressed — that it was a matter of time before coal-fired ships started making their presence felt off the South African coast.

This was strongly suggested by the chairman of Unicorn Lines Mr Murray Grindrod, in his opening paper on Wednesday, when he said that coal-fired

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tug is higher than that of a diesel tug,' he said.

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THE William Heckroodt was the second non-coal tug to be built for the Railways, the first being the FT Bates in 1969. A diesel-electric tug, the Heckroodt is still in service in Durban and could be regarded as one of the first of the diesel generation of tugs in

this country. The latest generation of 'water tractors' which the Railways has been ordering are also diesel powered but have multi-directional propulsion systems such as the Voith Schneider system, which make them far more manoeuvrable.

### IN PORT

- POINT SHEDS** A Lady Ersi, AB Diamantema, BC Marra Diamanto, C Esperanza Atlantica, E S A Weltevreden, G Judith II, L Treasure Island LM Nedlloyd Sparnekrek, M Ev Devoon Ctv, Y Gold Leaf, O Franca OP Brunella, P S A Huguenot, q Coffee Trader R Sezela
- MAYDON WHARF** 2 Umhuck, 3/4 Safocan Mhdura, 5 Sanko Grain, 6 Gold Star, 7 Gamtoos, 8 Bakanda Maru, 9 Lokris, 10 Janne Coast, 11 Angalos Tselanis, 12 A Rogers Trader, 12C Voorstpeeler, 13 Mhuze, 14 Akraia

- PIER NO 1** 100 Captain Stefanos, 101 Hunter, 102 Bell Kosiya, 104A Maritime Carrier, 104B Hellenic Torch, 105 C M Hazmanohs, 106 Bravo Marra, 109 Sunny State
- CONTAINER TERMINAL** 108 Berg, 200 Golden Park, 203 Nahoon, 105 Transaal.
- BLUFF** 2 San John, 3 Asa Oho
- OUTSIDE** Good Pioneer, N S Emberreus, Golden Park
- GRAVING DOCK** Belle Rose, Dominique
- BUOYS** Sigpage
- ARRIVALS** Santiago Del Estero from high seas.
- SAILINGS** Nedlloyd Sparnekrek, for East Coast, Gold Leaf for high seas, S A Alpen for Continent

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# STAATSKOERANT

VAN DIE REPUBLIEK VAN SUID-AFRIKA

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REPUBLIC OF SOUTH AFRICA

# GOVERNMENT GAZETTE

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KAAPSTAD, 27 MAART 1981

[No. 7510

CAPE TOWN, 27 MARCH 1981

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KANTOOR VAN DIE EERSTE MINISTER

OFFICE OF THE PRIME MINISTER

No. 628.

27 Maart 1981.

No. 628.

27 March 1981.

Hierby word bekend gemaak dat die Staatspresident sy goedkeuring geheg het aan die onderstaande Wet wat hierby ter algemene inligting gepubliseer word.—

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

No. 49 van 1981: Gedeeltelike Spoorweg- en  
Hawebegrotingswet, 1981.

No. 49 of 1981: Railways and Harbours Part Appropria-  
tion Act, 1981.

(269)

See

als

Box



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# End of the line

Municipal Reporter

THE wreckers have moved in on Durban's old station, and the face of the pet hate of some and the darling of others is fast changing shape.

But a City Council sub-committee investigating possible uses for the old buildings favours retention of the platform, the workshop sheds and the main building.

The sub-committee, chaired by Councillor Donald Smith, also believes Commercial Road should be extended in a straight line to Stanger Street.

Mr Smith said yesterday the committee had agreed on basic criteria which ought to govern the development and planning of Durban's historical and cultural heart.

This area incorporated the City Hall, Francis Farewell Square, the Post Office, Medwood Gardens, the whole of the railway land up to Ordinance Road and the Old Fort site and gardens.

The committee decided in principle yesterday that:

● The extension of Commercial Road to give traffic ready access from the western freeway to the north should be in a straight line;

● The Soldiers' Way and Pine Street elevations of the main station building should be preserved and the building itself should be considered for commercial use on the ground floor and offices on the upper floors;

● The platform along Soldiers' Way should become part of a proposed bus terminal;

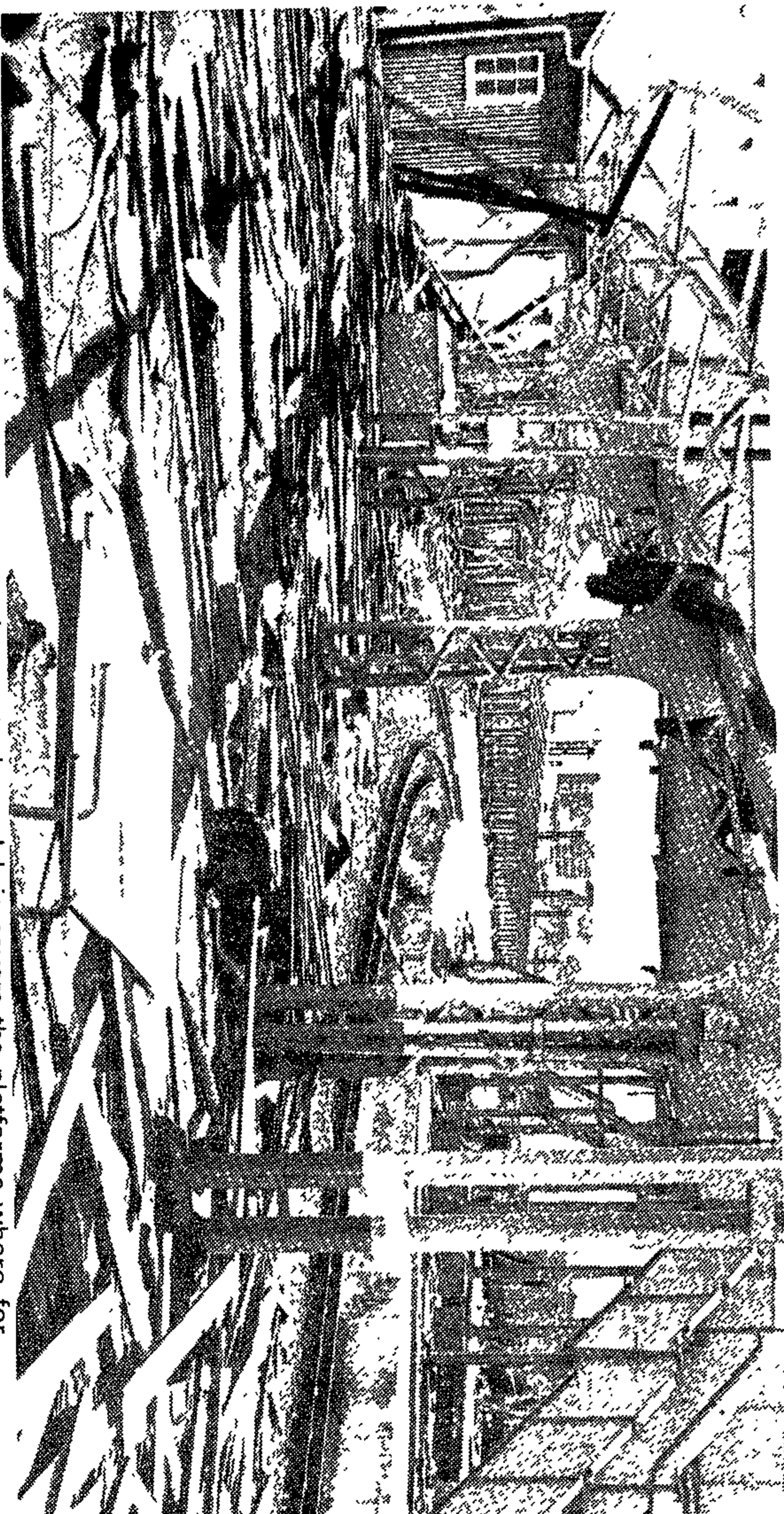
● The workshop sheds should be developed as museums, art galleries and indoor sport facilities and pedestrian precincts or malls through the buildings should link Medwood Gardens on the south to new gardens on the north; and

● Pleasant pedestrian ways should connect the old station buildings, the proposed oriental plaza and the bus terminal, and there should be links to the existing business district.

An interim report for the City Council will be presented within a few weeks.

It would deal with applications and suggestions and a formulation of ways of testing their viability.

This would involve invitation of public tenders for use of the buildings and approaches to the National Monuments' Commission, the Simon van der Stiel Foundation, the Rembrandt Group, the Province and the Government for financial assistance.



TWO views of Durban's old station yesterday ... debris covers the platforms where for years travellers were welcomed or sent on their way with a wave.

**But council sub-committee wants to save main building, sheds, platform**



TABLE II

CISKEI: PERCENTAGE INCIDENCE OF FOUR NUTRITIONAL DISEASES

DIAGNOSIS	6 MONTHS - 2 YEARS		3 - 4 YEARS		7 - 8 YEARS	
	RURAL	URBAN	RURAL	URBAN	RURAL	URBAN
BL	n = 94	n = 109	n = 149	n = 139	n = 117	n = 105
POS						
Kwashiorkor	9,5	1,1	2,8	0,9	6,7	-
Marasmus	5,3	1,1	0,7	-	2,6	-

TABLE IV

CISKEI: HEIGHT AS A PERCENTAGE OF EXPECTED HEIGHT FOR AGE\*

Mean S D n	6-23 months		2-3 years		7-8 years	
	Rural	Urban	Rural	Urban	Rural	Urban
Mean	96,7	93,9	92,8			
S D	5,51	5,23	5,16			
n	203	288	222			
<90%	10%	8%	24%	20%	30%	21%
>90%	90%	92%	76%	80%	70%	79%

\*Calculated in relation to Harvard 50th percentile

TABLE V

CISKEI: WEIGHT AS A PERCENTAGE OF EXPECTED WEIGHT FOR HEIGHT\*

Mean S D n	6-23 months		2-3 years		7-8 years		Lactating mothers
	Rural	Urban	Rural	Urban	Rural	Urban	
Mean	99,8	97,9	86,9				115
S D	13,5	13,8	8,7				21,6
n	203	288	222				96
< 90%	14%	19%	28%	23%	68%	60%	9%
90-119%	79%	76%	70%	74%	32%	40%	55%
>120%	7%	5%	2%	3%	0%	0%	36%
							28%

\*Calculated in relation to Harvard 50th percentile

# COURT Police assaulted me, says unionist

A leading trade unionist, M. Joseph Mavi, yesterday told an Orlando court that two Railways officials and three policemen assaulted him before robbing him of a wrist watch and other possessions at Inhlazane station earlier this year.

Mr Mavi was testifying at the trial of Constable Mbele (30), Mr Petrus Nemaguvini (35) of Jabulani hostel and Mr Rusty Moema (30) no address given.

They have all pleaded not guilty to a charge of assault with intent to do grievous bodily harm on Mr Mavi on January 17.

Mr Mavi, leader of the Black Municipality Workers Union, said that the three accused together with two railway policemen, assaulted him in their staff room after he did not have money to pay a R1 fine for not

having a train ticket. His weekly ticket was not acceptable.

He said a policeman asked him to pay the fine with his watch.

"As I was taking it off, a policeman punched me on the face and the watch fell. Mr Nemaguvini picked it up and put it in his pocket," he said.

He said his clothes were saturated with blood as a result of the "vicious" assault on him by the officers.

He was later ordered to clean the floor which was stained with his blood.

His assailants made him beg for money to pay the fine.

He said he was again assaulted when he asked the constable's name.

"I was bleeding from head injuries and facial wounds," said Mr Mavi.

The hearing continues on May 7.

Gómez classification of malnutrition	6 MONTHS - 2 YEARS		3 - 4 YEARS		7 - 8 YEARS	
	Rural	Urban	Rural	Urban	Rural	Urban
'severe' <60%	2%	1%	1%	0%	4%	0%
'moderate' 60-74%	1%	5%	9%	7%	30%	22%
'mild' 75-89%	26%	25%	39%	39%	48%	53%
'normal' >90%	71%	69%	51%	54%	17%	25%
S D	16,3	15,5	15,5	10,6		
n	203	288	222			

\*Calculated in relation to Harvard 50th percentile.

The results obtained for serum albumin are given in Table VI. The mean albumin values varied from 4,00 g/dl for the youngest age group to 4,25 g/dl for the oldest. These are highly acceptable values for any population and from the age of 7 years there seems to be very little indication of biochemically detectable protein deficiency. In the 6-23 month old group a 12% incidence of low albumin values, according to the ICNND standards (6) were found, with 7% for the 2-3 year olds. There is, therefore, corroborative biochemical evidence for clinical and anthropometric indications of protein deficiency in the younger age groups. These results strongly suggest that in the age group 7 to 8 years, protein deficiency plays a minor role. In the young age group the mean weight for height is very close to the ideal and decreases rapidly to 87% in the 7 to 8 year old group. Since, in the latter group, there is very little indication of protein deficiency, this finding could only be due to a lack of energy intake.



# Railways to spend millions in Natal

THE SAR has just passed the halfway mark in its massive, multi-million rand plans to upgrade rail and harbour facilities in Natal.

By DAVID PINCUS

## Distribution

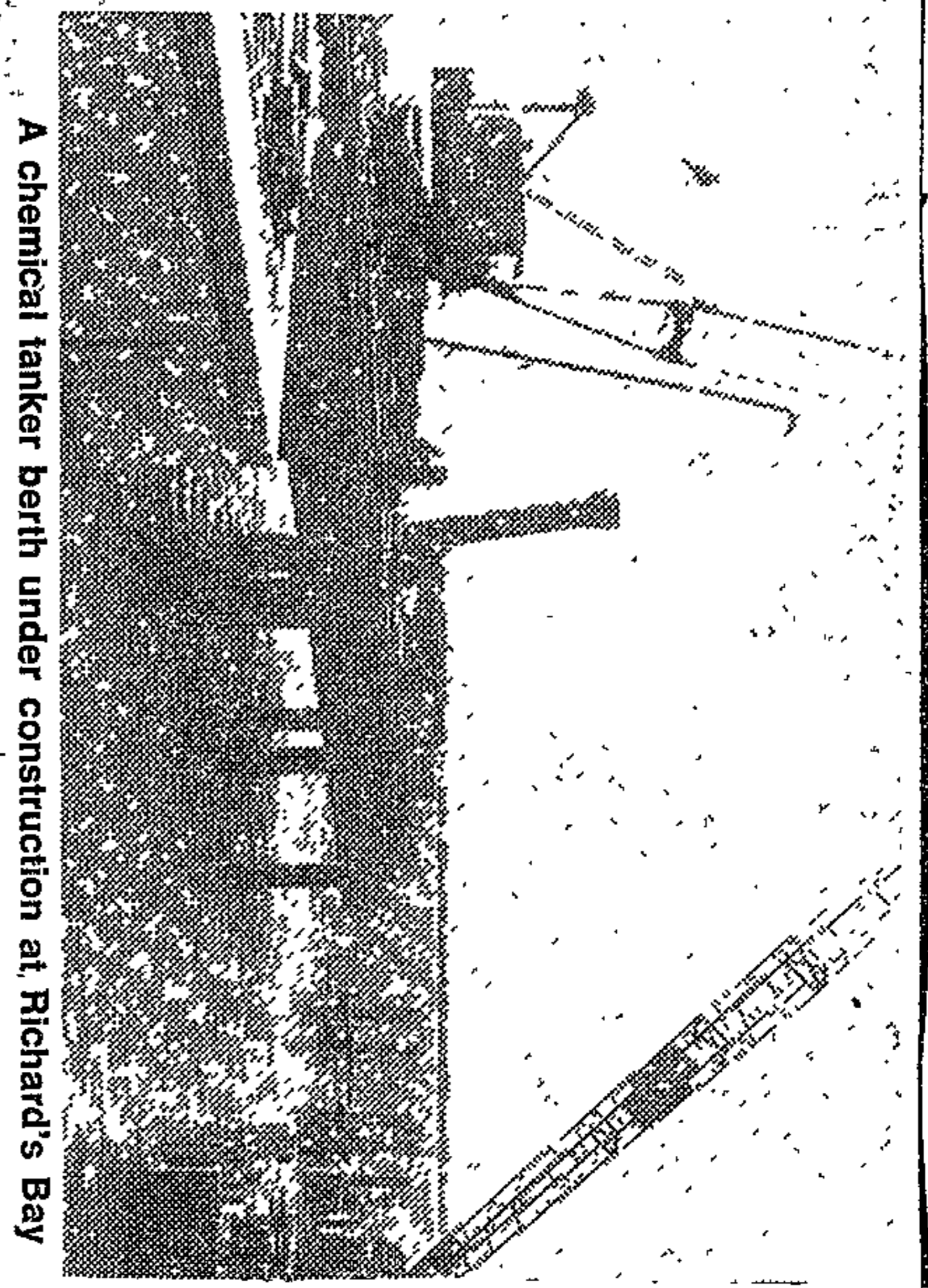
It has already spent R1245-million of the R2185-million earmarked for this purpose and the balance, according to Helmut Hagen, the SAR's chief superintendent (planning) at his headquarters in Johannesburg, "is to be spent at a rate of not less than R190-million a year (slightly more than R500 000 a day) to enable us to meet our target of completing all expansion that Parliament has already approved and have them commissioned by 1986."

Additional rolling stock for the Richards Bay coal line. The R308 million will have to be spent by 1986 to buy 80 locomotives — at a cost of R2,5 million each — and 3 600 trucks costing R30 000 each.

Hagen, who has to evaluate all SAR projects that will cost R1 million or more, and "arrange them in a countrywide priority order" to profitability, said: "The seemingly enormous investment in facilities in Natal is logical when you realise that the two nearest ports to the rich coal fields and other mineral deposits in the Transvaal are in Durban

S. T. Lubo  
29/3/81  
269

The average of R8,69 a different from averages de statistics. The Census k Coloured and African, and and African workers in eac divided by number employed figures for this survey by average R8,36 a week; Col a week.



A chemical tanker berth under construction at Richards's Bay



not include an amount of R44-million for improvements in Natal that was approved by Parliament last month, or another R450-million — also to be spent on improvements in Natal — contained in the SAR's five-year planning programme which is to be submitted to Parliament for approval after the general election on April 29.

Nor does it include an amount of R27,3-million needed for a berth at Richards Bay harbour — which Parliament did not have the time to approve during its last short sitting — or an estimated R308-million that will be needed for

Richards Bay. Detailing some of the projects on which the amounts already approved by parliament (the R2185 million and the R44-million) are to be spent, Hagen said by far the biggest project was the Richards Bay coal line on which R470 million is being spent to virtually double its capacity by 1986. In that year phase three of the harbour, which will enable it to handle the 44 million tons of coal to be exported a year, is due for completion.

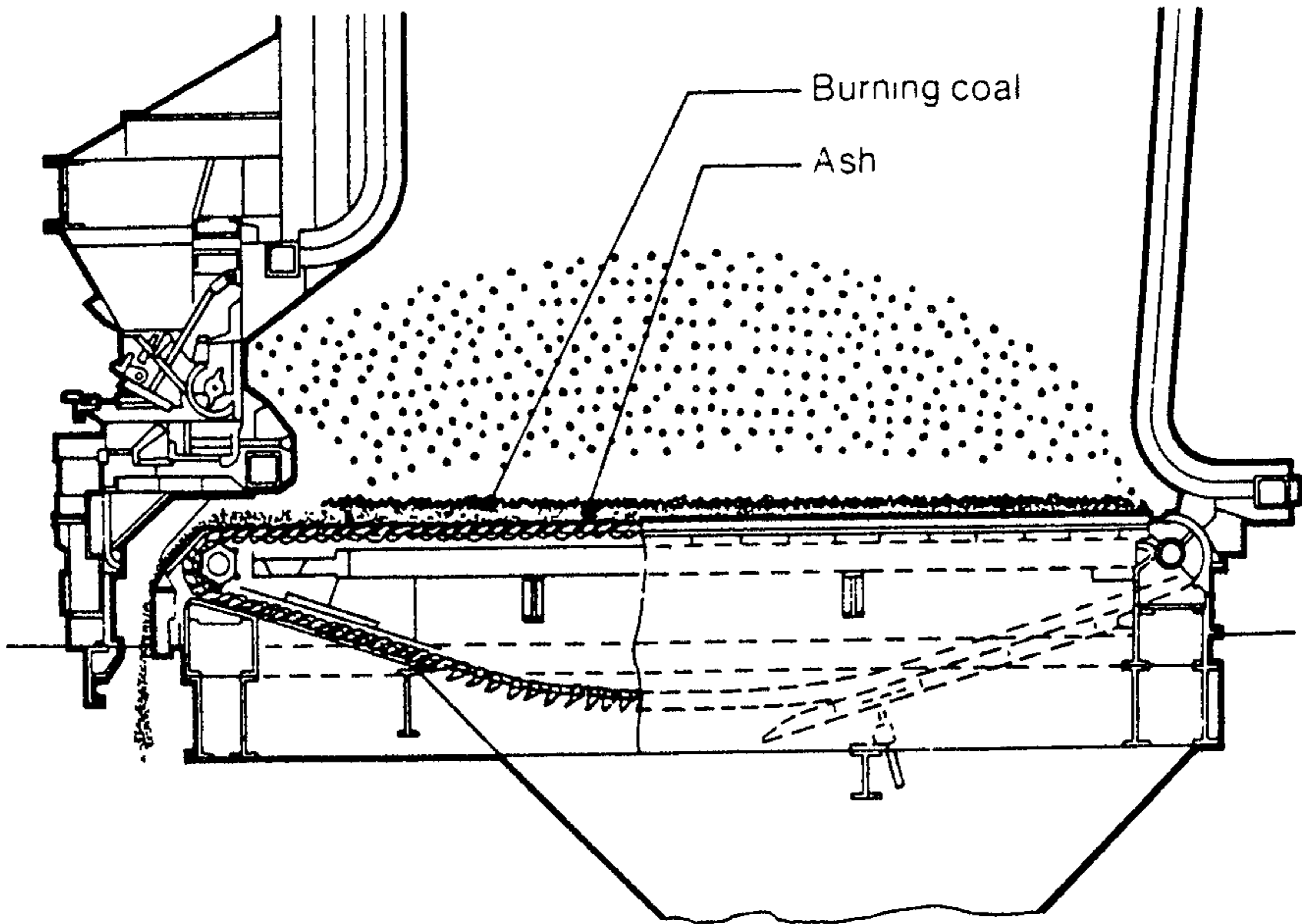
"By then our trams will each be compiled of 200 trucks and will be 2,4 km long," said Hagen. "Carrying

multi-purpose bulk handling facility in the harbour has already been spent. This does not include the R27,3-million that is to be spent by 1986 on an additional berth.

The section of line between Volksrust and Newcastle is being almost completely doubled at a cost of R70-million, of which R17-million has already been spent.

Hagen said the Durban - Witwatersrand line was as important as the Richards Bay coal line, and its capacity was being doubled. The Volksrust-Newcastle section, due for completion in 1983, was the last link in this plan.

"When work on doubling the capacity of that line is completed we will be able to ease the congestion in Durban Harbour considerably and we will be able to offer a faster service between Durban and the Reef," he said.



ACCORDING to Mr Holbrook, the rotary spreader stoker-fired boiler offers the most chance of success. 'It combines the advantages of well-proven combustion arrangements with an ability to use coal grades with a minimum of shipboard preparation.'

0 - 2,50
2,51 - 5,00
5,01 - 7,50
7,51 - 10,00
10,01 - 12,50
12,51 - 15,00
15,01 - 17,50
17,51 - 20,00
20,01 - 22,50
22,51 - 25,00
> 25,00

total

Mean: R14

Range: R3,

# Work is needed to bring in coal

A SUCCESSFUL and sustained revival of coal as a marine fuel will require extensive development and innovation in vital areas of marine design, said Mr P Holbrook of Lloyd's Register, U K, at the international coal symposium ending in Cape Town today.

Mr Holbrook, who presented a paper entitled *The Role of the Classification Societies in Coal-Burning Ships*, stressed that efforts would have to be made in

the following areas:

- structural design, to minimise the loss of cargo capacity resulting from the necessarily larger fuel bunkers being situated in prime cargo space;

- safety, to achieve greater assurance in coal bunker storage, particularly as lower graded coals are used;

- boiler designs — systems such as fluidised bed boilers will have to be proved;

- more sophisticated thermodynamic cycles will have to be adopted; and,

- the control and monitoring of boilers and machinery will have to be extended.

'The world growth rate in terms of population and standard of living is vitally dependent on a secure and consistent source of energy,' said Mr Holbrook.

'Industry's success in achieving and sustaining this may now be directly related to developing the infrastructure needed to efficiently exploit the world's vast reserves of coal as an energy source.

'This will demand immediate decisions by governments, financial institutions and private enterprises to increase coal production, develop land transport facilities, provide extra port loading and unloading capacity and continue the advances in user technology related to combustion, gassification and liquefaction, which will reflect a high standard of health, safety and environmental protection.'

## IN PORT

**POINT SHEDS:** A Lady Ersi; A/B Phoebus; C Esperanza Atlantica; F Noordzee; L San Stefano; L/M Treasure Island; M EXT Devon City; N Ohio, O Gold Pioneer; O/P Franca; P S A Huguenot; R Thorscape.

**MAYDON WHARF:** 2 Sezela; 5 Nicolas S Embericos; 6 Gold Star; 7 Ridge; 8 Akrata; 10 Angelos Tselentis; 12A Rogers Trader; 12C Voorspeler; 13 Pondoland; 14 Van Guard; 15 S A Skakuza.

**GRAVING DOCK:** Belle Rose. S DOCK: Eastern Harmony. SRJ: Saf Mildura. PIER NO 1: 102 Porto; 104a Family Unity; 105 Domonique; 106 Poolzee; 107 Mimosa Trader. CONTAINER TERMINAL: 200 Pegasus; 201 Holsatic. BLUFF: 2 Asla Oho; 3 Devon City. OUTSIDE: N S Embericos, Fleetbank; Sugela.

**DEPARTURES:** Bravo Maria to high seas.

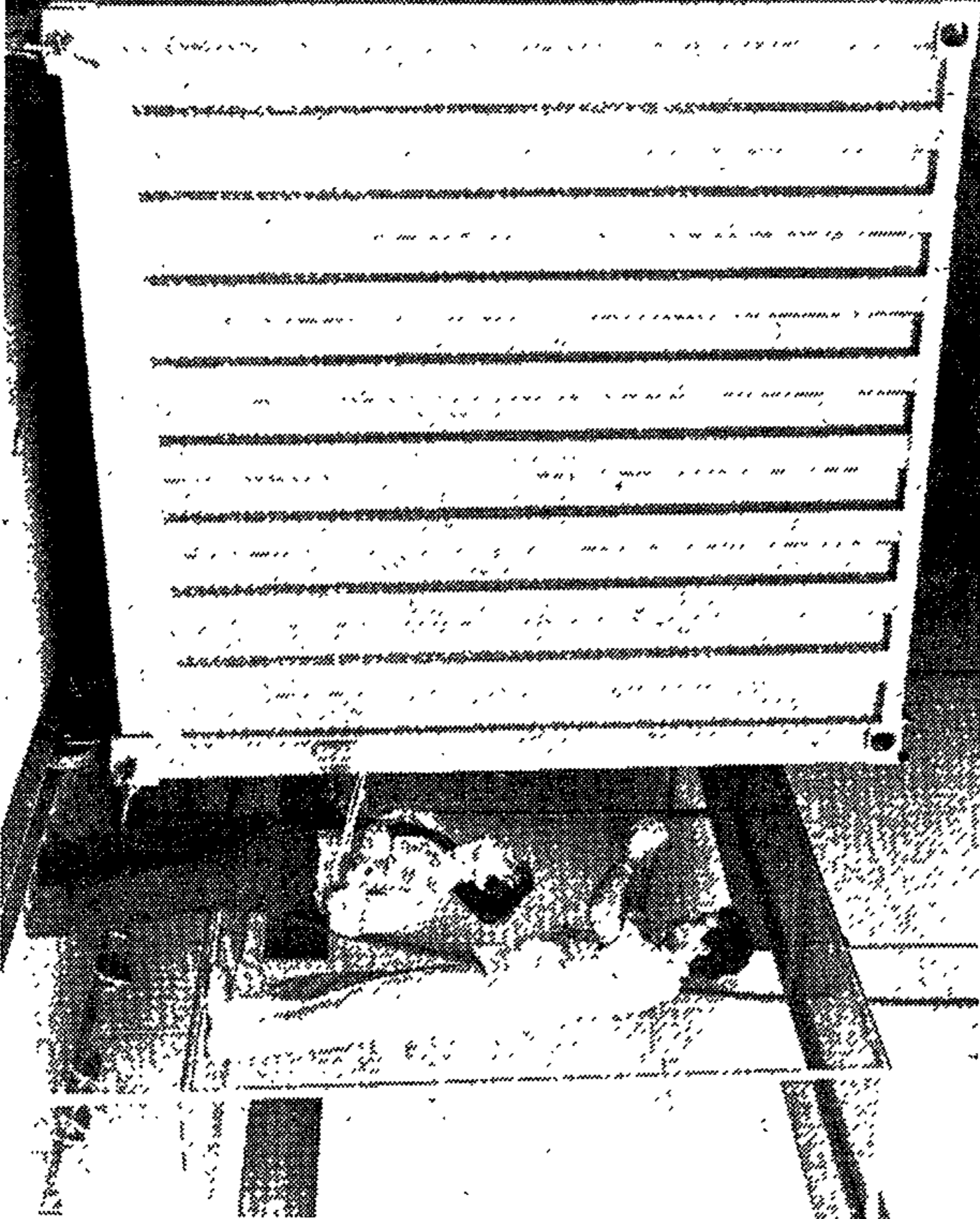
**ARRIVALS:** Gouritz ex Coast; Nedlloyd ex Far East.



Shipping

Andy Newby

TESTING at Fergussons on the new single-coat paint for containers.



# New container paint developed

DURBAN-based Fergussons Paints has announced a breakthrough in paint technology with the development of a single-coat product for containers.

The product, a single-pack vinyl phosphate, incorporates both the anti-corrosive priming properties and the aesthetic gloss finish normally acquired in two separate coatings — in one coating.

Important benefits of the single-coat product are the reduced time of application and the elimination of inter-coat drying time. The possibility of inter-coat adhesion failure is also eliminated.

'Initial trials were conducted by the container refurbishing division of Unicorn Lines 18 months ago,' said Mr P von Wiese, marketing services manager for Fergussons Paints.

'Up to now, the containers, which have been subjected to normal handling situations, are in excellent condition.

'Major South African container refurbishing companies, Unicorn and S A Container Depots have shown considerable interest in this product.'

Augus 1/4/81

# Tariff rises hit W Cape industries

Staff Reporter

A PROMOTIONAL body to reverse the flow of industries from the Western Cape region should be set up urgently, Mr Brian MacLeod, secretary for the Cape Town Chamber of Commerce, said today.

Commenting on the effects of the rail and air tariff increases which come into effect today, Mr

MacLeod said that because of the distance of the Cape from the main trading centres, local industries were at more of a disadvantage than others producing similar goods elsewhere in the country.

This will increase the trend of disindustrialisation of the Western Cape region which has been a major problem for a long time.

I cannot understand how the authorities have failed to initiate the action to institute the Wesgrow concept.

The municipalities and local authorities in the regions stood to gain the most, and, led by the Cape Town City Council, should make the moves to form the body, Mr MacLeod said.

We need to actively promote the Cape, and have the body with access to central Government to investigate laws which increase this disadvantage. Private industry will back any such body with money and, if necessary, manpower. But the initial move must come from the local authorities.

● Rail and air fare details — Page 15.

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Average number of people in house:

during week

Number of Houses

Number of rooms

number of people living in each type of house.

Distribution of houses according to number of rooms, average

TABLE 23

privacy.

total area, but more important, it serves as a measure of

The number of rooms in a house is related to its

1) Number of rooms.



# Rail and freight fares up today

Alps 269 1/4/81

Washing

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d payment

RAILWAY passenger fares and freight rates went up by between 10 and 25 percent today — exactly 12 months since the last tariff hike.

The increases, which were announced by the Minister of Transport (Mr Hendrik Schoeman) in his mini-budget speech in February, are expected to send inflationary ripples through the entire economy of the country.

Worst hit are the commuters on some suburban routes where the fares have gone up 25 percent.

Mainline tariffs have been increased by an average of 15 percent and freight rates vary between 13 and 16 percent.

The passenger fare increases are applicable to first, second and third classes.

The following are an indication of the extent of the increase in fares:

	First Single	First Return	First Weekly	First Monthly
<b>Retreat—Cape Town</b>				
Old	R0,56	R0,84	R3,70	R13,45
New	R0,65	R1,00	R4,15	R15,30
Percent increase	16,07	19,05	12,16	13,75
<b>Rondebosch—Cape Town</b>				
Old	R0,31	R0,47	R2,05	R7,50
New	R0,35	R0,55	R2,30	R8,50
Percent increase	12,90	17,02	12,20	13,33
<b>Simon's Town—Cape Town</b>				
Old	R0,94	R1,41	R6,25	R22,70
New	R1,10	R1,65	R6,85	R25,40
Percent increase	17,02	17,02	9,60	11,89
<b>Athlone—Cape Town</b>				
Old	R0,40	R0,60	R2,65	R9,60
New	R0,50	R0,70	R2,95	R10,95
Percent increase	25,00	16,67	11,32	14,06
<b>Pinelands—Cape Town</b>				
Old	R0,33	R0,51	R2,50	R8,00
New	R0,40	R0,60	R2,45	R9,10
Percent increase	21,20	17,65	11,36	13,75
<b>Bellville—Cape Town</b>				
Old	R0,56	R0,84	R3,70	R13,45
New	R0,65	R1,00	R4,15	R15,30
Percent increase	16,07	19,05	12,16	13,75
<b>Goodwood—Cape Town</b>				
Old	R0,40	R0,60	R2,65	R9,60
New	R0,50	R0,70	R2,95	R10,95
Percent increase	25,00	16,67	11,32	14,06
<b>Langa—Cape Town</b>				
Old	R0,43	R0,63	R2,80	R10,25
New	R0,50	R0,75	R3,15	R11,60
Percent increase	16,28	19,05	12,50	13,17
<b>Nyanga—Cape Town</b>				
Old	R0,63	R0,94	R4,15	R15,05
New	R0,75	R1,10	R4,65	R17,15
Percent increase	19,05	17,02	12,05	13,95
<b>Mitchell's Plain—Cape Town</b>				
Old	R0,86	R1,28	R5,65	R20,50
New	R1,00	R1,50	R6,25	R23,10
Percent increase	16,28	17,19	10,62	12,68
	Third Single	Third Return	Third Weekly	Third Monthly
<b>Retreat—Cape Town</b>				
Old	R0,24	R0,30	R1,10	R4,78
New	R0,30	R0,35	R1,25	R5,45
Percent increase	25,00	16,67	13,64	14,02
<b>Rondebosch—Cape Town</b>				
Old	R0,13	R0,17	R0,67	R2,93
New	R0,15	R0,20	R0,75	R3,30
Percent increase	15,38	17,65	11,94	12,63
<b>Simon's Town—Cape Town</b>				
Old	R0,41	R0,51	R1,50	R6,54
New	R0,50	R0,60	R1,65	R7,20
Percent increase	21,95	17,65	10,00	10,09
<b>Athlone—Cape Town</b>				
Old	R0,18	R0,22	R0,85	R3,69
New	R0,20	R0,25	R0,95	R4,20

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Johannesburg—Cape Town				
Old	R0,14	R0,18	R0,72	R3,13
New	R0,15	R0,20	R0,80	R3,55
Percent increase	7,14	11,11	11,11	13,42
Bellville—Cape Town				
Old	R0,24	R0,30	R1,10	R4,78
New	R0,30	R0,35	R1,25	R5,45
Percent increase	25,00	16,67	13,64	14,02
Goodwood—Cape Town				
Old	R0,18	R0,22	R0,85	R3,69
New	R0,20	R0,25	R0,95	R4,20
Percent increase	11,11	13,64	11,76	13,82
Langa—Cape Town				
Old	R0,19	R0,23	R0,89	R3,87
New	R0,20	R0,25	R1,00	R4,40
Percent increase	5,26	8,70	12,36	13,70
Nyanga—Cape Town				
Old	R0,28	R0,34	R1,19	R5,17
New	R0,30	R0,40	R1,35	R5,85
Percent increase	7,14	17,65	13,45	13,15
Mitchell's Plain—Cape Town				
Old	R0,37	R0,46	R1,43	R6,21
New	R0,45	R0,55	R1,55	R6,90
Percent increase	21,62	19,57	8,39	11,11
MAIN LINE				
		First Single	Second Single	Third Single
Cape Town—Johannesburg				
Old	R72,70	R48,50	R22,20	R22,20
New	R83,65	R55,75	R25,50	R25,50
Percent increase	15,06	14,95	14,86	14,86
Cape Town—Port Elizabeth				
Old	R54,00	R36,00	R16,50	R16,50
New	R62,15	R41,40	R18,95	R18,95
Percent increase	15,09	15,00	14,85	14,85

# Air fares up 15 pc

## Aviation Reporter

SOUTH African Airways' internal air fares and freight charges rose by 15 percent today to add to the inflation spiral.

The travel industry fears this will lose valuable tourist business and foreign currency from the overseas market.

Increasing use of air freight facilities, particularly in the Cape, will mean that local prices will be worst affected.

## JUMP

Air fares between Cape Town and Johannesburg, or Durban, jump from R198 return to R226. Flights between here and Port Elizabeth will go up by R20 from R130 to R150 return.

This will have a severe effect on tourism to Cape Town. Mr Brian MacLeod, secretary of the Cape Town Chamber of Commerce said.

The increase in travel and rail costs mean that the Cape again loses out

industrially, compared with industries located closer to the Reef, where the main markets lie, Mr MacLeod said.

## FUEL BILL

There is likely to be further de-industrialisation of the Western Cape as a result.

Airways said last month that their fuel bill, which had increased by 123 percent in their last financial year, was the main contributor to their need to increase the fares.

Overseas fares, which went up by 11 percent in November in accordance with IATA (International Air Travel Association) tariffs, were not directly affected.

SAA's new internal air fares between Cape Town and other centres, which will take effect today, are as follows (old fares in brackets):

	Single R	Return R
Johannesburg	113 (99)	226 (198)
Durban	113 (99)	226 (198)
Port Elizabeth	75 (65)	150 (130)
East London	90 (78)	180 (156)
George	61 (48)	122 (96)
Bloemfontein	97 (84)	194 (168)
Kimberley	90 (77)	180 (154)
Oudtshoorn	52 (45)	104 (90)
Windhoek	113 (99)	226 (198)
Upington	77 (67)	154 (134)



SAR (269)  FM 3/4/81  
**Boosting coal exports**

To bring annual coal exports from the present 26 Mt to 44 Mt by 1986, South African Railways (SAR) will be spending at least R780m to increase track, rolling stock and harbour facilities.

The projects slated are

- The completion of partial doubling, and upgrading of axle loading of track, between Ermelo and Richards Bay at an estimated cost of R470m.
- Updating rolling stock at an estimated cost of R240m.
- Expansion of Richards Bay facilities at an estimated cost of R70m.

Helmuth Hagen, SAR chief superintendent (Planning), says new trucks with an increased axle load are to be ordered on open tender. This means the gross weight (the truck's weight and its load) will increase from 74 t to 104 t. "We need 3 488 26 t axle load trucks which today cost about R30 000 each."

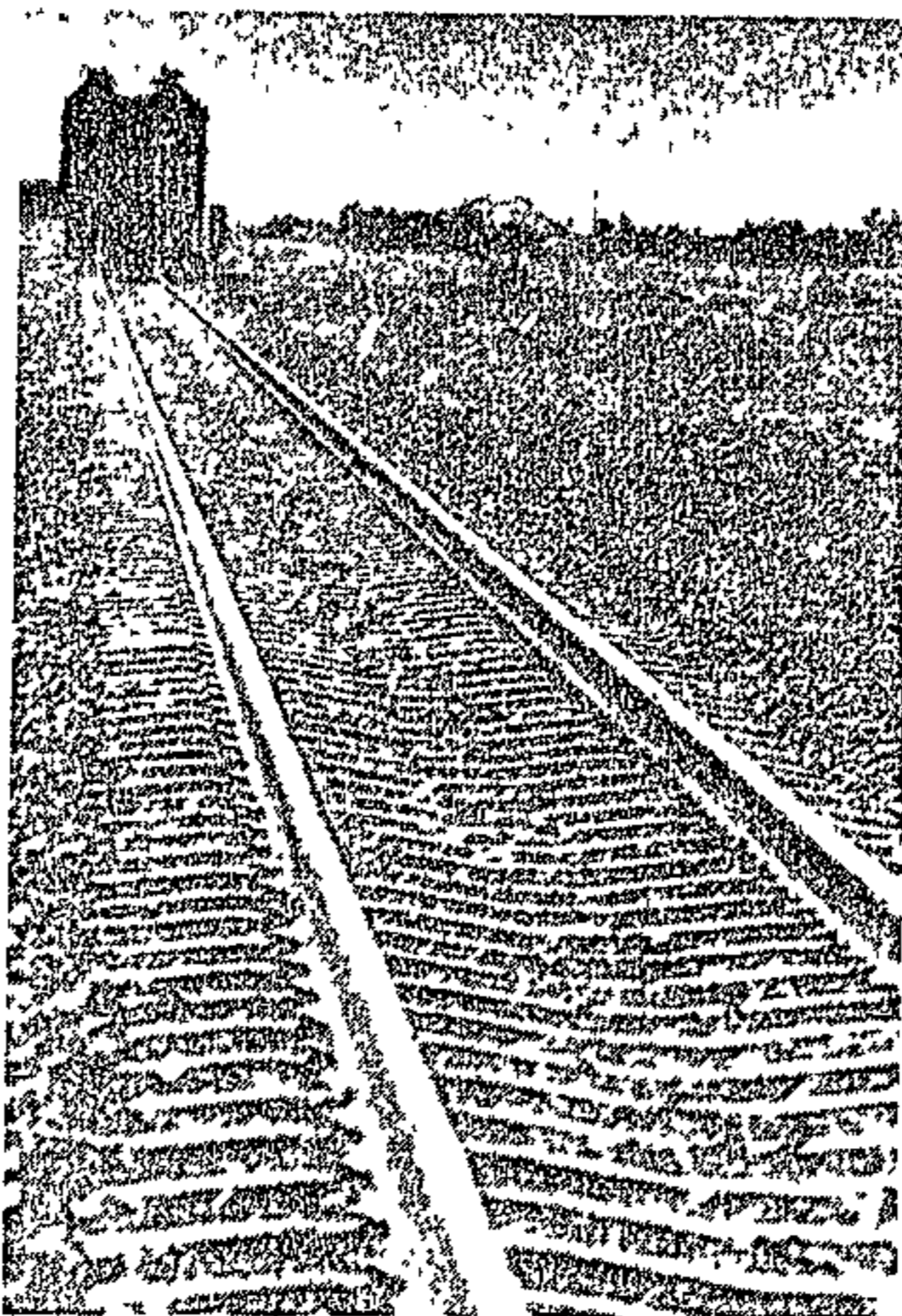
Also to be acquired are 85 11E 25 000 volt alternating current electric locomotives costing in excess of R2m each. Hagen foresees no problems in achieving the rolling stock targets by the beginning

of 1986.

To date, R1.1 billion has been spent on coal export facilities. Further expenditure of R780m will make provision for new berths, strengthening of the existing coal line, flattening of the gradient on the inland-to-coast rail line from the present 1:66 to 1:160, and further rolling stock and traction power.

Money for the projects will be included in SAR's capital budget, which has increased from 1980/81's R1.6 billion to R1.8 billion for 1981/82. Gross investment in 1981/82 is "R1.5 billion out of our capital budget," says Hagen. The 1980/81 operating account was R4.3 billion. It is estimated the 1981/82 operating account will be R5.4 billion.

Where will the money come from?



**SAR line . . . being strengthened to carry more coal**

SAR chief superintendent (Financial), Thomas Greeff says individual capital projects "are not directly linked with specific sources of finance. The total investment is being taken into account in an integrated capital budget."

The 1981/82 budget is being financed from the following sources: Treasury 40%; external loans 10%; internal sources 50%.

Coal contract rates might go up as a result, intimates Greeff, who says coal cartage rates are based on cost "and are subject to escalation."

He admits that, at present, SAR is operating at a loss on coal cartage because of the high fixed costs involved in the expansion project. "We hope to break even in the not too distant future because of the economics of scale."

Hagen says talk that coal exports might be increased to 66 Mt a year is pure speculation. The SAR works on a five-year

plan and "further large-scale expansion to existing facilities could in all probability not be completed before 1987/88."

He says "there's a limit on resources in terms of physical capacity. If new expansion is interposed in the present five-year plan, it means reshuffling other capital projects."

What has to be done first has to be considered in terms of its "profitability index," says Hagen. "The whole thing hangs on what is the market for coal and international prices. We welcome all traffic but it has to be authorised traffic."

□ Asked about the rumoured development of two railway projects involving Botswana, SWA/Namibia, Swaziland and SA, both linked with coal mining developments, Hagen says: "Negotiations are still on the go with Swaziland. No decision has been taken yet."

Hagen says no "direct application" has been received from Botswana for the SAR to convey potential coal exports.

# Big boost for containerisation

269  
same 11/4/8

The South African Railways is to boost its investment in containerisation transport by R140-million.

This was announced by the Minister of Transport Affairs, Mr Schoeman, when he officially opened Grindrod Container and Distribution Services' new container depot at City Deep near Johannesburg yesterday.

So far, the public and private sectors had spent between R2 000-million and R3 000-million on containerisation.

"Of this amount, huge sums have been spent on container ships and the building of depots like this one. The Railways itself has so far invested about R456-million to prepare its harbours, terminals, order-service equipment and rolling stock for containerisation," Mr Schoeman said.

Grindrod's new depot had been built at a cost of R1,8-million and the complex was designed for the simultaneous working of 18 road vehicles and 20 containers on a 24-hour-a-day basis.

"Containerisation has come to stay. It is the most efficient, economic and modern mode of transport for export, import or domestic purposes," Mr Schoeman said. — Sapa.



# SAR to spend R140m on containers

RDM  
11/4/81  
269

By SIMON WILLSON  
Industrial Reporter

THE Railways planned to invest a further R140-million in containerisation facilities, said the Minister of Transport, Mr Hendrik Schoeman, yesterday.

He said at the opening of Grindrod's R1 800 000 container depot at City Deep, Johannesburg, that the SAR had spent R456-million on its role in the container industry since full-scale containerisation was introduced in South Africa in 1977.

The SAR realised in 1968 that containerisation was the system of the future, and appointed a working group to report on the desirability of containerisation.

"Subsequently, the SAR in collaboration with the shipping lines spent eight years of intensive study and more than R400-million in developing a containerisation system.

"The system so developed has often been referred to as the best in the world today. We were, of course, fortunate in being able to learn from other people's mistakes before setting out on a course of our own."

Referring to the congestion problems that hit the container industry at the beginning of the year, Mr Schoeman said the private sector's efforts to boost the economic infrastructure through providing more container facilities were probably more important than those of the public sector.

"Since the introduction of containerisation ... numerous South African companies have discovered the major advantages containerisation has over conventional methods of handling cargo.

"Its basic ingredients are economy of space, time and

labour — not forgetting savings due to reductions in pilferage losses and savings on packaging."

Mr Schoeman cited five specific advantages of containerisation from which South African industry had gained:

- Containerised freight tonnage handled by 24 workers at port container berths over 10 hours would take 90 workers 48 hours to handle by conventional methods.

- Ordinary Johannesburg-Durban train freighting took three to five days, but the scheduled container trains took

under 24 hours.

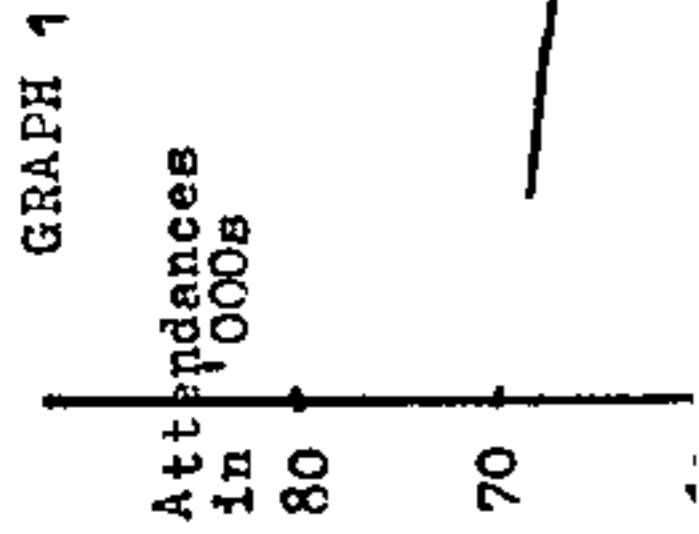
- SAR's computerised containerisation system could tell a customer at any time exactly where his cargo was.

- SAR containerisation was a 24-hour-a-day, seven-day-a-week service at approved container terminals nationwide.

- Almost any commodity, from wine to gravel, could be carried in a container.

"Containerisation has come to stay. It is the most efficient, most economical and most modern system of transport for export, import or domestic purposes," Mr Schoeman said.

GRAPH 1  
GENERAL OUTPATIENT ATTENDANCE FIGURES  
GROOTE SCHUUR 1967-1977



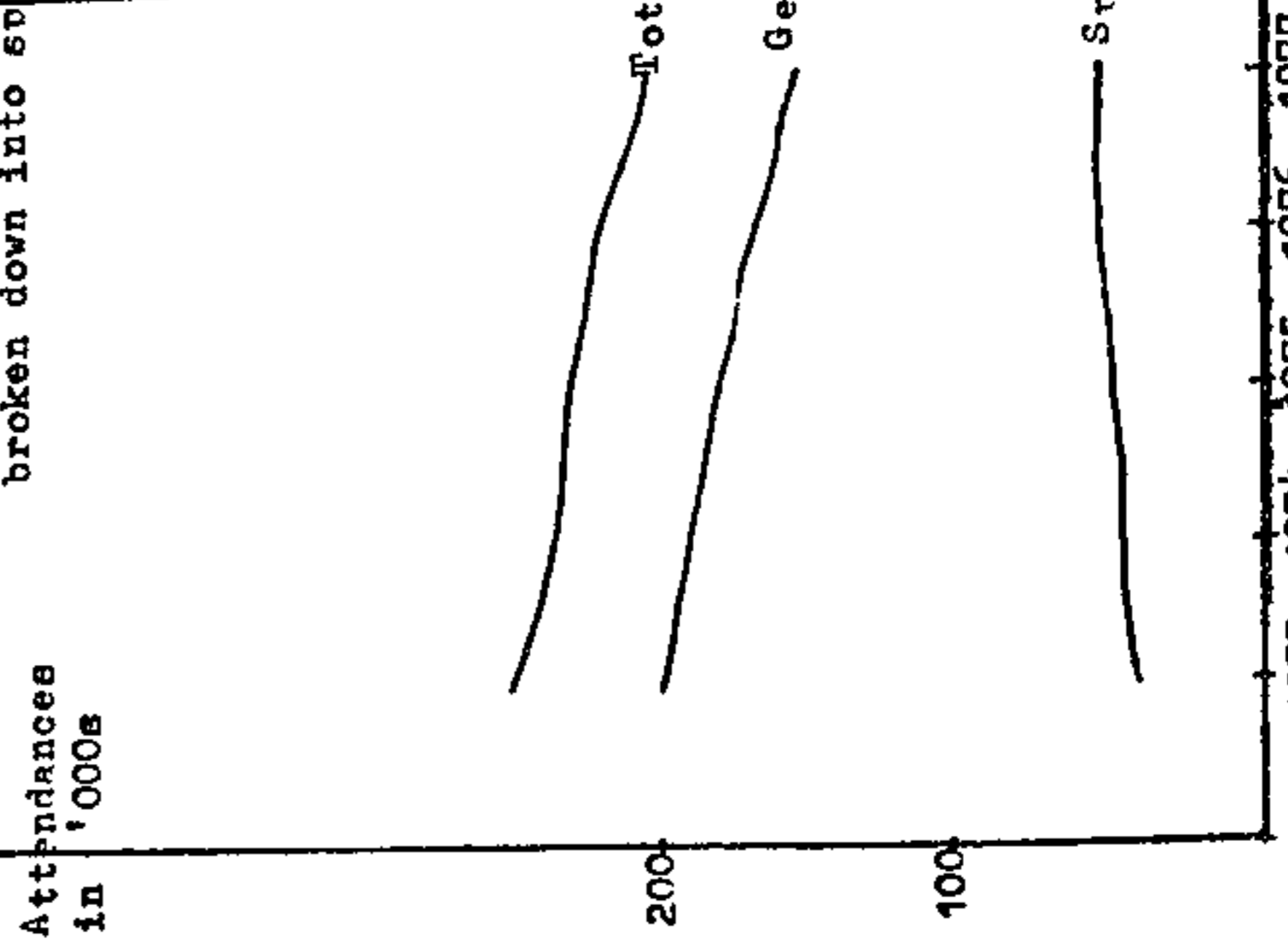
At Groote Schuur, general outpatient attendances have declined since 1973. The number of physiotherapy treatments has also declined — either due to changes in the caring of patients (most likely) or suggesting that the Day Hospitals have taken responsibility for much post-operative physiotherapy treatments. The number of diabetic patients at Groote Schuur has declined. At Red Cross, the total number of patients has declined (although the short time series of the data here) with special clinics fairly constant and general outpatient attendances declining.

The Groote Schuur Hospital staff report a decline in the number of patients resulting from the existence of the Day Hospitals. The data is such that strong inferences can be drawn from it.

The attendances at Day Hospitals are shown in the following table. It appears that it took nearly 2 years to educate the population about the new role of the Day Hospitals. Since 1971, the number of attendances has increased rapidly (also as the number of Day Hospitals has increased) particularly among the 'Coloureds' — 75% of the patients now seen at the Day Hospitals are 'Coloureds'. Some of these patients might have previously attended outpatient departments, some might have been referred to the Day Hospitals through ignorance or poverty or may have consulted a doctor less often, and others might have been attending private doctors. It may also be that the capacity of the community for self-care has declined, owing to the cheapness and proximity of professional help.

The attendances at Day Hospitals are shown in the following table. It appears that it took nearly 2 years to educate the population about the new role of the Day Hospitals. Since 1971, the number of attendances has increased rapidly (also as the number of Day Hospitals has increased) particularly among the 'Coloureds' — 75% of the patients now seen at the Day Hospitals are 'Coloureds'. Some of these patients might have previously attended outpatient departments, some might have been referred to the Day Hospitals through ignorance or poverty or may have consulted a doctor less often, and others might have been attending private doctors. It may also be that the capacity of the community for self-care has declined, owing to the cheapness and proximity of professional help.

GRAPH 2  
ATTENDANCES AT RED CROSS  
broken down into special and general outpatient attendances



...

**THE Energy Endurance, a 205 808 ton supertanker, has lost her bulbous bow off Port St Johns, and is limping — fully laden — towards Port Elizabeth spilling oil as she steams.**

Three of Safmarine's five-strong anti-pollution Kuswag fleet have been dispatched to the area and so has Safmarine's big anti-pollution tug John Ross. Two of the Kuswag vessels left Durban yesterday and the third departed from Port Elizabeth.

The danger that faces the master of the supertanker is whether she is in a seaworthy condition to reach the sheltered waters of Algoa Bay before she starts to break up.

If she does, the Transkei, Border and Eastern Cape coastline will be threatened with the worst oil-pollution disaster in South African waters because the Energy Endurance is carrying more than 200 000 tons of Gulf crude.

It would be the biggest tanker accident ever to take place off the African

coast if this oil did spill.

The plight of the Energy Endurance has galvanised into action salvage men from Durban to Cape Town. But late yesterday, none knew the extent of damage.

'This could be very serious indeed,' said a salvor. 'There have been a lot of aircraft passing over the ship, but we still don't really know how badly she is damaged.'

'We are all standing by and the telex machines are going mad.'

Although the Port Captain's Office in Port Eliz-

## **ANDY NEWBY**

### **Shipping Reporter**

abeth was reluctant to elaborate on the situation, the Assistant Port Captain confirmed that the vessel was slowly making for Port Elizabeth. He believed the oil spillage to be only bunker oil from the Energy Endurance's damaged forward fuel tanks.

### **Crippled**

However, another salvage man who flew over the region said the slick indicated that the spill could be more serious than a bunker oil spillage.

The weather is on the side of the crippled tanker. A spokesman for the Weather Bureau said yesterday that a light wind would probably continue to blow off the eastern coast. The tanker's troubles began about 20 nautical miles off the coast.

The Department of Transport is remaining tightlipped about the threat.

'When we have established what is happening we will tell you, but at the moment there is nothing to say,' an official of the Marine Division told the Mercury. Members of the Durban Marine Division flew over the tanker yesterday.

The Energy Endurance is making for Port Elizabeth rather than Durban, which is closer, because Algoa Bay is suitable for large oil transshipments

Several such transactions have taken place in recent years, one of them from the supertanker Venpet after she collided with her sister vessel Venoil off the Cape coast.

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# Crippled Super-tanker Threatens Giant Spoil

1869

NM 11/4/81



# BUS STANDARDS

Edited by Johann van Rieede

## BUSMEN HAVE

# Five Years to Deadline

BUS operators have only five years to establish new agreements and standards for the operation of bus services throughout the whole of Southern Africa — a task that on past performance is well-nigh impossible.

The five-year deadline is set by economic norms accepted by the Government and economists for economic growth and regional development embodied in the blueprint for a constellation of states

**BY GEOFFREY BERTRIDGE**

The drive towards change is already gathering impetus, however, notably by the birth and growth in membership of the Southern African Bus Operators Association (SABOA)

Saboa already has 75% of the industry marshalled within its ranks, and is initiating a wide-ranging programme of developments that, it is hoped will carry the passenger transport industry along its carefully charted course

Saboa holds its first annual meeting early next month, and in its brief career has created special committees and liaison groups to discuss at all levels of industry the main pointers for development

Progress achieved is generally acclaimed as being unprecedented in the history of the local passenger transport industry

Dr Gerrie Prinsloo executive director of Saboa, lists the main issues that have emerged

The need for employee and trainer training bus standardisation through consensus between manufacturers and

users, a rethink on unit sizes for profitable operation, improved co-ordination and co-operation between private enterprise, local authorities and Government bodies separate licensing of bus drivers, inter-Statal infrastructure for passenger transport, and, at the level of human relations, an employer body that can negotiate grievances with employees

"On top of all this is the need to sort out Government subsidy structures and procedures for increasing fares

This is a very urgent matter because, whatever is decided, this will determine whether the industry can hope to attract the investment capital it

managing director procedures are just as important as the operating aspects — one affects the other — and it is too often assumed that the management side is operating efficiently when in many instances it is the very cause of unprofitable operation

"On bus standardisation, operators themselves can do much to bring this about. If they could agree on some kind of specification for their vehicles, especially where users are operating buses from the same producer, manufacturers would be able to reduce unit costs in this very simple way. There are definite moves towards this standardisation route for the whole industry"

There would also be growing competition from smaller

will be even further along the line with bus standardisation. Whatever happens will have to tie in with the short-term implications of the Atlantis Diesel Engine (ADE) project and plans to produce transmissions and axles locally

"It has been said that the prices of vehicles will rise by 40% as a result of these local content developments, but that sounds a bit high. There is no sure indication yet, but I expect the premium to be less than 40%

"A real factor will be the availability of spares for units currently in use. Bus operators need at least 10-15 years of guaranteed supplies, otherwise their costs will soar sky-high," he said

The bussing of people between South Africa and neighbouring territories will re-

in



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tract the investment capital it needs.

"Municipalities are not dependent upon continuity of service for their income — services are paid for by the ratepayers whether they are profitable or not. Private operators, on the other hand, can only continue if they are profitable. It is this profitability factor that influences investment decisions by private managements.

"The industry is at a stage where it needs to look at its very foundations to find the root causes of its difficulties. Standards for training of employees, and the people who will be doing the training, are badly needed.

"We have to sit down and try to come up with some kind of uniform standard for the entire workforce, starting from the very bottom and going right through to the top management, including the

ing competition from smaller vehicles in the next five years, accompanied by moves towards even bigger units at the other end of the mass transportation scale.

Co-ordination of industry growth demands co-operation between private enterprise, local authorities and the Government.

"The foundation has been laid by South African Railways and the Corporation for Economic Development (CED) joining Saboa and sitting alongside private operators. This is the first time in the history of the local passenger transport industry that this has happened.

"The industry is now discussing the needs and problems of all operators for the first time, and discussion is usually the starting point of larger co-operation," said Dr Prinsloo.

"Ten years from now we

bouring territories will require positive thinking in agreeing inter-Statal procedures.

"This is a very complex subject and includes the licensing of vehicles and drivers. We must ensure that the standards set down in the independent states are on a par with ours, and vice versa.

"We are now gathering information on existing procedures and this is quite a task. We are dealing not only with Government departments, but also with the many people who are organising and offering the services.

"Already, we are finding that the views of the SA Government may correspond with those of, say the Bophutha-Tswana Government, but that there may be differences in detail.

"There may, on the other hand, be no specific view at all," said Dr Prinsloo.

# Passenger transport industry to mark time

By Geoffrey Berridge

It is expected that the forthcoming commission of inquiry into South African passenger transport — the Welgemoed Commission — will be gazetted officially at the end of the month.

Work will then start in the second half of the year on a comprehensive inquiry into all aspects of the industry's operation, culminating in a full report after 12 months.

To many, this is seen as a formidable task to be completed in such a brief period.

By nature of its official status, the inquiry effectively freezes any major reform or procedural changes the industry may need in the meantime.

The question now being asked is: can the passenger transport industry afford to wait

## While inquiry rears up

another two years before any further development can take place?

With the commission members about to be announced, it is already clear that the Government does not want to act on any major issues until they have been considered by the inquiry.

A number need to be tackled now and it is feared that some operators may not be able to hang on for another two years before they are resolved.

Subsidies, for example, are virtually certain

to be set at the same limits as last year.

Because of rising costs, which have already pushed many operators to the point of unprofitability, the position can only deteriorate further unless urgent relief is forthcoming.

The Department of Manpower Utilisation is pushing wages higher, resulting in higher operating costs to aggravate the effects of inflation.

Many feel that the time for investigations into subsidies passed a long time ago. Subsidies should be increased without delay if the industry structure, and the capacity it represents, is to be preserved intact until the commission reports its findings.

Government reluctance to act now might be seen as a way of squeezing inefficient operators out of business. But the issue goes deeper than this.

Urgent investments of new capital are already needed, even among the most efficient operators. Few will be inclined to invest when returns must diminish substantially.

It is expected that the commission will comprise more than 10 members, under the chairmanship of Professor Peter Welgemoed of the Rand Afrikaans University. The makeup of industry representation is not known at this stage.

- b - Prefix character This character is used unless the field is negative in the prefix position For
- c - Digit group separator If numbers are separated by five digits are separated grouping will occur

Example

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->B=- 000987654321
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*****$10,123.45
->TYPE FMT(B, 17, -8)
-9 8765432E-4
->T FMT(B, 18, 12, ')
-0 000987654321
->T FMT(A, 10, 0, '$, ')
***$10,123
->T FMT(A, 0, -7, '+')
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# Passenger transporters to get training board

S. Times 194/81. 269

IT IS virtually certain that the consolidation of all training laws embodied in the Apprenticeship Act and In-Service Training Act — as envisaged by the Wiehahn Commission — will result in the passenger transport industry having its own National Training Board, working at regional level and supervised by the Department of Manpower Utilisation.

The present Apprenticeship Board — which has operated for some years in the interests of industry generally — will be disbanded.

The NTB will handle the training of apprentices, registration of training schemes and centralisation of all training aspects, where possible.

This is expected to exclude driver training which, because of cost factors, is likely to be organised regionally.

The need for driver training is also consid-

ered to be so urgent that the sheer size of a centralised unit would work against it.

"The number of people involved, and the facilities they would need, would cost an astronomical sum of money," said one operator.

"We are talking about 300 drivers a month which means that there would need to be accommodation and classrooms for 150 people.

"Add to this the travelling expenses involved and the time that drivers will have to spend away from work, and one can see the size of the job that lies ahead."

Tying in with the NTB is the need to develop industrial relations within the industry. The possibilities of forming a national employer body under the Industrial Conciliation Act are being studied, so that employers and trade unions may be brought together within one negotiating body.

SAR lowers the boom on Zimbabwe

SA Industrial Week

# BRRAIKES GO ON FOR MUGABE

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14/4/81

**Brakes on for Mugabe**

From Page 1  
SA Ind. 14/4/81

... no major crops will rot on the fields," Transport Minister Josiah Chinamano promised the other day. But independent transport experts fear that it will not be possible to haul all the surplus crop in the six-month reaping season starting next month, to the markets going begging elsewhere in Africa.

In the long run, though, the evident South African squeeze on its hostile northern neighbour may accelerate Zimbabwe's avowed aim of cutting its lifeline with the south. A renewed effort is being mounted by Mozambique, Zimbabwe's eastern neighbour, to siphon off much of the rail and port trade even though white Zimbabwe businessmen fear that country's facilities can cope with no more than 10% of all their trade.

From our Salisbury correspondent, BRUCE JOHNS

ZIMBABWE is facing its gravest economic crisis in its short 12 months as Africa's newest independent republic — with a little help, intentional or coincidental, from South Africa.

South African Railways' recent decision to recall 25 diesel locomotives and hundreds of wagons will effectively deprive Zimbabwe of a fifth of its rail-hauling capacity at a time when the moderately-booming economy has burdened the state-owned system with 25% more traffic.

This — added to mounting shortages of key white artisans vital to keeping the 120 serviceable locomotives on the tracks — will mean the railways for the first time will be unable to cope with moving this year's bumper maize crops from the fields to the mills and then on to food-starved black states in Central, East and Southern Africa.

From our Salisbury correspondent, BRUCE JOHNS

ed a record crop of 2.8-million tons, half of it earmarked for export to countries including Angola, Kenya, Mozambique, Tanzania, Zaire and Zambia. While modest by comparison with the 12-million tons grown in South Africa (half of which is intended for export) the Zimbabwean surplus was originally seen by Prime Minister Robert Mugabe as an effective weapon to help poorer black states loosen their dependence on South Africa.

The mineral, agriculture and industry-rich nation itself relies on South African Railways and Harbours to move virtually all its R854-million exports and R932-million Zimbabwe dollars imports — a fact of life that strangely does not deter leaders from supporting

The withdrawal of the locomotives and rolling stock, the SAR decision to halt all Zimbabwean traffic on the busy Durban-Salisbury line, the 16% increase in rail charges and Pretoria's announcement that it will be ending the pre-UDI preferential trade agreement with Mugabe's government in a year have all provided economic headaches for Zimbabwe.

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# Saboteurs damage coal train on Richards Bay line

Own Correspondent  
DURBAN — About 30 metres of railway track between Richards Bay and Vryheid was destroyed in an explosion last night. An electric locomotive and five coal trucks were also damaged.

South African Railways public relations officer Mr Mike Adendorff said it seemed that the locomotive had detonated a bomb placed on the track.

Nobody was injured in the blast

The line was repaired and goods traffic resumed by 1 pm today

Mr Adendorff said it was the first time this particular stretch of line — which is confined to goods traffic, and does not carry passenger trains — had been disrupted by sabotage.

Mr Adendorff said mopping-up operations

had been in progress since early today and that Railways police were investigating

It is not clear at this stage who planted the explosives on the track. But it seems obvious that it was the work of terrorists.

Mr Adendorff said the explosion occurred at Makwezini, about 30 km from Richards Bay, while the coal train was travelling from Vryheid.

15/4/81

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# Five trucks derailed and bridge damaged

**Rail**

NM  
16/4/81

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**line**

NBM

**bomb**

**blast**

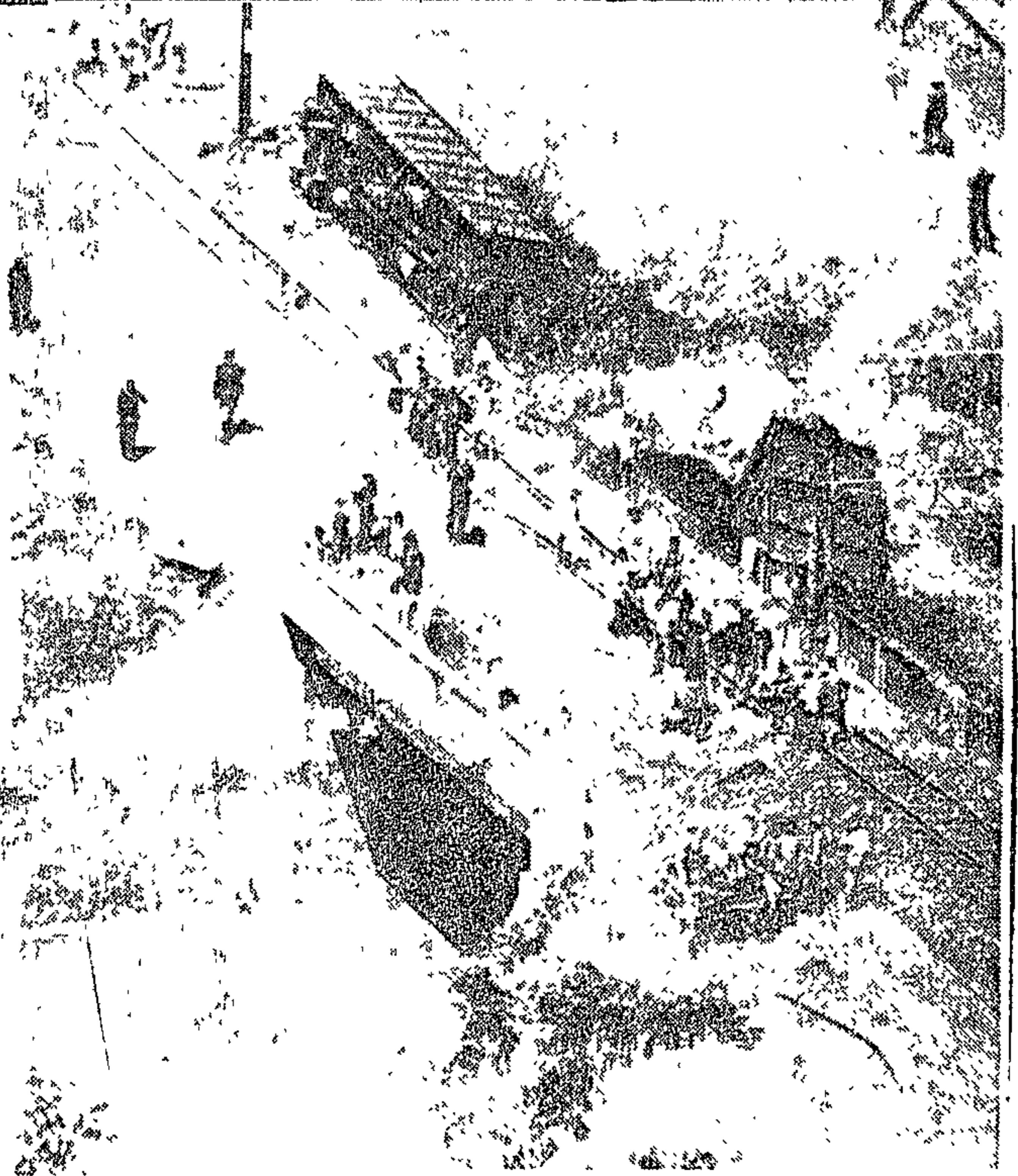
Simon Hammerton

**EMPANSENI**—An explosion derailed five coal trucks on the main railway line between Richard's Bay and Vryheid on Tuesday night, destroying about 20 m of line and damaging a railway bridge.

The explosion occurred as a fully laden train, travelling from Vryheid, was crossing a bridge.

One truck was thrown over the side of the bridge, taking the bridge wall with it, and four others were thrown off the rails just past the bridge.

The bomb, which appeared to have been packed in a tin box, was detonated as the locomotive crossed the bridge and the brunt of the explosion was borne by the first five coal trucks.



**FROM** first light yesterday workers began their struggle to clear and repair the railway line.



# Railway deficit R40-m a month

S. Times 19/4/81 269

THE monthly deficit of Railways and Harbours widened to just over R40-million in February as imports continued to slow down and the effect of the decline in exports became more marked.

With a month to go before the Railways' March year-end, it looks as if its February surplus in hand of R32 629 393 will be wiped out.

Harbour activity, having peaked in June last year, has now moved to a lower plateau, and February revenue was just a shade ahead of income in February 1980, according to the latest SAR statement of revenue.

In fact, because of a book adjustment in income from dry-bulk installations — involving a refund to Iscor on Saldanha operations — total harbour income for February this year is slightly lower at R20 505 928 against R20 658 288 in February 1980.

This accounting adjustment reduced income from bulk-handling installations to a mere R24 568, with the refund to Iscor accounting for the bulk and the fall-off in mineral exports for the rest.

By Elizabeth Rouse

In February a year ago operations at the Durban, Port Elizabeth, Richards Bay and Saldanha dry-bulk facilities brought in R2 317 892.

The biggest single income item — wharfage — was up 11,4% to R14 036 848 from R12 599 749 in February a year ago.

Nevertheless, previous spurts in imports in particular have boosted wharfage income by 35,7% to R182 386 962 in the 11 months from April 1980 to February 1981 from R134 384 653 in the previous 11 month-period.

Total harbour revenue has increased by more than 23% to R266 671 937 in the 11 months from R216 045 538, which helped considerably towards the Railways achieving a surplus of R32 629 393 in 11 months compared with the previous 11-month period's deficit of more than R72-million.

Total imports for January and February still reflected a good advance of 30% to R2 521-million from almost R1 940-million in January-February last year.

Imports of aircraft, vehicles and vessels showed the biggest leap of 78% to R357-million from just over R200-million in the first two months of last year as SAA took delivery of its new aircraft.

Machinery remains the biggest single import item at R652-million, up more than 42% on the R458-million in the first two months of 1980.

Prepared foods, beverages, spirits and tobacco imports, although a small proportion of the total, soared by 77,7% to R39-million from R22-million. Imports of tinned fish must have contributed to this jump.

On the other hand, South Africa's exports of food, beverages, liquor and tobacco declined significantly by 45% to R44-million from more than R80-million in the first two months of last year.

South Africa's total exports fell by 17,4% to R2 936-million from R3 554-million in January-February 1980.

Export areas which still showed increases were animal and vegetable fats and oils; mineral products (up a minor 8,5%), precious and semi-precious stones, precious metals, imitation jewellery and coins.

Preliminary draft: Not to be quoted without the permission of the author.

- 1 -

#### MEDICARE IN A "COLOURED" TOWNSHIP - THE PATIENT'S VIEW

##### Introduction

Ocean View came into being in 1968 to accommodate the 10,000 coloured people living in the area south of a line between Kalk Bay and Chapmans Peak on the Cape Peninsula. At that time the coloured people lived in three distinctly different sorts of community. The largest concentration, at least half the total coloured population, lived in or very near Simon's Town. They were English speaking for the most part, the men worked in the naval dockyard or fished, the women were largely engaged in domestic work and the town, despite its cleavages on the basis of class, colour and religion, perceived itself as an integrated and friendly whole. A little distance from the town were two substantial and a few tiny settlements of coloured people living in poorer, if less crowded accommodation, rather closer to nature. Simon's Town and Fish Hoek provided employment for most of the men, but people also helped themselves by growing vegetables, keeping small stock and exploiting the natural resources of the veld for firewood, wild flowers and herbs. These communities were also predominantly English speaking and affiliated to the "English" churches (Anglican, Methodist and Roman Catholic) or to Islam. On the western side of the peninsula, mainly in the broad valley between Fish Hoek and Noordhoek, there had been an Afrikaans speaking rural community with a small complement of coloured workers. After 1945, both by natural growth and from migration from impoverished and overcrowded areas elsewhere, the population grew into two large shanty areas, occupying farms at Dassenberg and Sunnydale. Most of the men and women worked in Fish Hoek, although some worked on the diminishing number of active farms and in the growing agribusinesses (battery chicken and milk farms). Most were Afrikaans speaking, affiliated to Afrikaans churches (N.G.S.K. or Apostolic) and very poor.

Simon's Town was served by some well established private doctors, by its own hospital and by the district surgeon who was resident in the town. In the rosy glow of hindsight, lit by still burning resentment that they were forced to leave their homes a decade ago, the former residents of Simon's Town recall their hospital as being a good one, well served by kindly and efficient professional staff. Their memories of their doctors are similar - "Dr. Alpha always had time to talk and explain - more of a friend than a doctor. He would greet you in the street".

Noordhoek was less well served. It had a clinic served by a dedicated public health nurse, a mid-wife who was kept very busy and doctors who would come from Fish Hoek and Simon's Town to treat its sick. But the journey to a doctor was not easy, nor was a hospital close at hand until the new False Bay Hospital was built at Fish Hoek and the Simon's Town Hospital closed. Whatever advantages of economy, privacy and space the former residents of the peri-urban shanties recall, and they recall many, most found the medical facilities inadequate or difficult of access despite their high regard for those who provided them.

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## BUSINESS MAIL

# After-hours container plea

By SIMON WILLSON  
Industrial Reporter

MORE after-hours deliveries of containers would reduce peak-season congestion and transit times in the container industry, said Dr Kobus Loubser, general manager of South African Railways, this week.

Opening a R5-million container handling complex for the Freight Services group at City Deep, Johannesburg, Dr Loubser said: "The SAR would like to see the implementation of the after-hours concept expanding on a much faster and larger scale, as the speed at which containers can be delivered depends entirely on the co-operation of commerce and industry.

"The Railway Administration has tried, with limited success, to persuade firms to ac-

cept the after-hours principle. "But in most cases this has not materialised, despite incentives such as rebates on cartage charges for delivery, and packing and unpacking."

Where after-hours delivery had been arranged, it had been of great help to the SAR in providing a speedier service to its clients and using to the full the expensive infrastructure set up for containerisation, Dr Loubser said.

But not enough businesses were prepared to accept after-hours delivery of containerised cargos.

"As a result, problems are encountered, such as congestion in the terminals, longer transit times and difficulties in obtaining containers, not to mention the criticism levelled at the railways."

This background is important if we are to understand the nature of medicare facilities available to the people, and the attitude of the people towards them. Medicare is a set of resources defined by its function, which is to maintain and restore the health of a community, the individuals in the community defining "health" in their own terms for the most part. As such the expectations of the community concerning the physical ups and downs of life, and the knowledge and skills existing within the community, are vital components. The people of Ocean View brought with them a fund of folk wisdom, learned from their parents and their peers, and a set of expectations about the behaviour of doctors and the operation of hospitals, as well as ideas about normal levels of discomfort to be tolerated and normal levels of well-being appropriate to different age groups.

This paper treats medicare as a set of resources to be drawn upon by members of the community in exchange for some other valued element - time, money.

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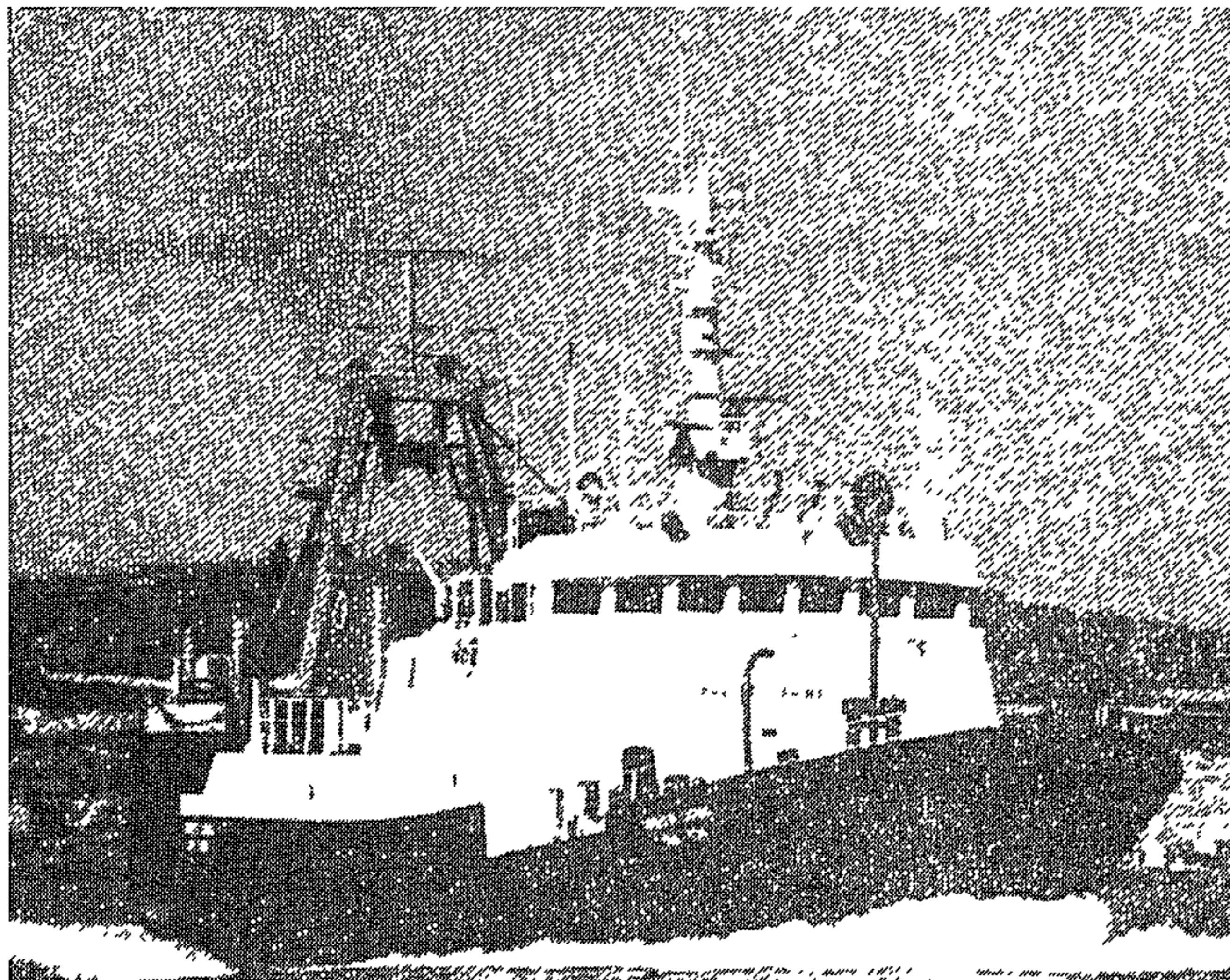
mind, and the way in which they express that attitude. Those who take note of their every ache soon referring to any minor ailment. Those who take note of their every ache soon find that the aches multiply (Jerome 1903 . Ch 1) so one should ignore little aches and pains. "Avoid draughts, have plenty of sleep and eat the right sorts of food," was another bit of advice. A diet which includes plenty of vegetables and fruit (both more plentiful when people had their own well established gardens and plots in the peri-urban shanty settlements), not too much "greasy food" or starch, and not too "strong" i.e. heavily spiced, food is a fair consensus of the popular recipe for good health. Exercise, whether in the form of hard work, as recommended by a lady who had had at least five children under the age of ten living with her for all of the past twenty years, or in a more congenial form, was also recommended. The longevity of "the old folk" meaning both those still alive and those who had lived in the past, was ascribed to the physical toughness of their lives and the absence of vehicles to carry them about. One old man ascribed his failing health to the fact that

3/.....





# transport



The Harvest Canna was bought in France by the Sea Harvest Corporation of Saldanha Bay to fish off the West Coast. The five-year-old Harvest Canna, a fresh fish trawler, caught 100 tons of hake and other assorted fish on her maiden voyage last week.

## SAR to spend R140 million on containers

By Brian Grobber

THE South African Railways which has already spent about R456 million on containerization terminals in Cape Town, Port Elizabeth, Durban and Johannesburg, has plans for a further R140 million investment.

This was announced by the Minister of Transport Affairs, Mr Hendrik Schoeman, in Johannesburg on Friday.

Mr Schoeman said that the private sector's efforts to boost the economic infrastructure of the country through the provision of additional containerization facilities was equally if not more important than those of the public sector.

He was speaking at the official opening of the R1,8-million Grindrod container depot at City Deep, near Johannesburg which is part of a countrywide packing, consolidation and distribution service known as Intralink.

Mr Schoeman said that the South African containerization system was probably the best in the world with its economies of space, time and labour. At the ports, the handling of freight in

containers was 18 times more efficient in terms of man-hours than by conventional means. Scheduled container trains operated between Johannesburg and Durban in less than 24 hours.

Mr Schoeman, who emphasized the liaison, co-operation and understanding between the public and private sectors, commended Grindrods for its container consolidation services both in the local and export spheres. The new Intralink distribution centre, which was for practical reasons situated adjacent to the SAR container terminal at City Deep, was designed for the simultaneous working of 18 road vehicles and 20 containers on a 24-hour-a-day basis.

Grindrods which operates the largest fleet of private containers in its field, offers door-to-door delivery throughout South Africa for less-than-container loads (LCL) cargoes.

Containerization was introduced to South Africa on July 1, 1977, and it is estimated that some two billion rands have already been spent by the SAR & H, private enterprise and the shipping companies on containerization.

## Tanker holed on both sides

Own Correspondent

EAST LONDON — Divers who carried out an intense survey on the crippled supertanker, Energy Endurance, at the weekend have found her bow to be badly holed on both sides.

Before the vessel entered Algoa Bay last Thursday, it was believed that Energy Endurance had received a 12-metre gash on the port side.

It has now been discovered that the freak wave which struck the vessel 50 nautical miles off East London 10 days ago caused one hole on the port side measuring 14 metres square and another measuring 14 metres by 7.5 metres on the starboard side.

The holes, which are in the forepeak area, have led to the rupturing of the forepeak tanks, used for carrying fresh water or for ballasting. The bulbous bow and keel plates are still intact.

Senior pollution officer for the Department of Transport's Marine Division, Mr B Bricknall said that the holes would not affect the transfer of the vessel's cargo of 200 000 tons of oil to a Norwegian tanker now on her way from Durban. The empty tanker is expected in Algoa Bay today.

A 24-hour-watch is being kept on the tanker by a Kuswag anti-pollution vessel, and aerial surveys are made every morning to check for oil spills.

## HARBOUR LOG

### ARRIVALS

Mormactigel - H Berth  
Corrientes II - J Berth  
Kripurnie Universal - D Berth  
Ocean Happiness - LW 3  
Durban Carrier - G Berth  
SA Constantia - Q 603  
Phacelia - F Berth  
Mauritania Q 604  
Stella Prima - Q 600  
Amelba - A Berth

### LATE ARRIVALS

Ophelia

### SAILINGS

Alfa  
Hilary  
Breede  
SA Winterberg  
Burchide II  
Go Go Rider

### EXPECTED:

**Bank Line Ltd, (John T Rennie & Sons)**

From Far East  
Cedarbank - April 24

**Bank Line Ltd (African Coaling and Exporting Co, Cape)**

From USA  
Ruddbank - May 1

**Cape Natal Line**

Cape Hustler - tomorrow and April 29

**East Asiatic Shipping Co (Maersk Line)**

From Far East  
Marchen Maersk 6 - April 29 30  
Mathilda Maersk - April 29

**Ellerman & Bucknall Liner Services**

From Britain and Europe  
SA Sederberg - April 26

From Portugal

Ronsard - April 24

From Mediterranean

Nil

From Far East

Ocean Sincerity - April 28

**Grindrod Shipping,**

(See Unicorn Lines)

**Gundelfingers**

H Capelo (from Portugal) - April 28

Frankfurt Express (from Far East) - April 28

**King & Sons, Dunn & Co**

From Far East

Mendoza - tomorrow

Chubut - April 25

Hellenic Spirit (from Europe) - April 23

Hellenic Hero (from/to Mediterranean) - April 28

**Lykes Lines (John T Rennie & Sons)**

From US Gulf ports

Adabelle Lykes - April 27

To US Gulf ports

Charlotte Lykes - May 5

**Moore McCormack Lines (Robin Line Service)**

From US Atlantic coast ports

Nil

To US Atlantic ports

Mormactide - April 29

**Nedlloyd Agencies SA**

Safocan Nederberg (from Australia) - April today

From Japan and Far East

Nedllyod Stoenkerk - April 30

Nedllyod Kembala (from US and Canada) - April 25

**Safmarine**

From Europe

Ortelus - April 25

From Mediterranean

Elqaren - April 26

SA Langeberg - April 29

To Europe

SA Sederberg - April 27

To Far East

SA van der Stel - April 25

Ocean Sincerity - April 28

To USA

Nil

From USA

SA Ostfriesland - April 26

**South and South-East African Conference Lines**

Container ships to Europe

SA Sederberg - April 27

To Mediterranean

Nil

Ro Ro ships to Europe

Ronsard - April 26

**Unicorn Lines**

Unipac (from South America) - April 27

Coastal

Alfa and Gouritz - today

Didier - April 23

Mkuze - April 24

Breede - April 25

Berg - April 26

Gamtoos - April 28

**For latest information**

☎ 43 2160

development. security, it focuses upon economic planning and underlining this process of



DRAFT - Please do not quote without the writer's approval.

(2)

HEALTH EXPENDITURE IN SOUTH AFRICA.

total expenditures on health from 1959 to 1977. In this section an international comparison is made. Universally acceptable norms for determining the optimal level of supply of health services do not exist, and comparisons with other countries cannot establish such a norm, but they do provide a useful benchmark for judging the level of the flow of resources relative to more and less developed countries. Like so many facets of South African society, racial inequalities are also evident in the distribution of health services, and an analysis of the racial distribution of health services will be attempted in Section 4.

1. Introduction.

Health expenditures account for a relatively small proportion of expenditure in most economies. Despite this their importance in qualitative terms is considerable since good health is a fundamental determinant of the benefits which can be derived from most other forms of construction expenditure, and improved health is an important factor contributing to economic growth and development (1). Free or subsidised

Director denies fraud charges

A DIRECTOR of companies yesterday denied defrauding the Department of Transport and the State of R49 000.

Mr Robert Frederick Veitch, 51, of the Chevots, Camps Bay, pleaded not guilty at Cape Town Regional Court, to 24 counts of fraud, and to 12 alternative counts of theft.

It is alleged that between February 23 and December 12, 1978 with the intention to defraud, he gave the Department of Transport and the State the impression that bills of entry had been submitted to the Department of Customs and Excise.

He was alleged also to have claimed that customs duty and surcharge duty had been calculated on the documents and paid.

It was said that under these false pretences the goods had been released to the clearing agent - Trust Shipping Services (Pty) Ltd, Mr Veitch's company.

DUTY

It is further alleged he knew the documents had not been submitted and that customs duty and surcharge duty had not been paid.

On the alternative counts of theft, the State alleges the accused purported to the companies using his agency that his firm had paid the duty by means of false pretences induced the companies to refund his firm

The case was postponed to July 21. Mr Veitch was warned to appear.

Mr J Vermeulen was on the Bench. Mr Frank Gilbert appeared for the State. Mr F Hodges instructed by J Katz of Miller, Katz and Traub appeared for Mr Veitch.

had of of com anal has. or t

Any study of expenditure is likely to raise questions relating to demand and supply relationships as well as questions relating to quantity, quality and price. In section 2 of this paper, the sources of supply of health services in South Africa are described. Section 3 considers

- (1) S.J. Mushkin, "Health as an Investment", Journal of Political Economy, vol. 70, 1962, pp 129-157.
- (2) J. Le Grand, "The Distribution of Public Expenditure: The Case of Health Care", Economica, vol. 45, 1978, pp 125-142.
- (3) The writer has found only two works relating to this field: Mary O'Reagan, The Hospital Services of Natal. Natal Regional Survey, vol 8, University of Natal, 1970; and S. Trengove-Jones, A Study of Health and Health Services in South Africa, unpublished M. Com. dissertation, University of Natal, 1977.



# Assocom container plan

RDM 25/4/81  
269

Africans.

**Industrial Reporter**  
A SIX-POINT container plan has been drawn up by the Association of Chambers of Commerce (Assocom) and submitted to the Department of Transport's committee of inquiry into the Reef's container-handling problem.

The inter-departmental committee of inquiry was set up last month in response to congestion at the Reef's container terminals earlier this year.

The Assocom plan, outlined in the Johannesburg Chamber of Commerce's newsletter, consists of six central recommendations:

- The Government should investigate import documentation. The terms of reference should include the simplification of documentation and other means of Customs-clearing imports.

- There should be more flexibility in the system by which FCL (full container load) containers arriving at the SAR terminal at City Deep are either loaded directly on road trailers

for delivery, or left at South African Container Depots (SACD). There should be either a three-day holding period at City Deep or the Railways should establish satellite stacking areas for held containers.

- Communication between City Deep operators and the cartage contractors should be encouraged by an operations liaison committee.

- Urgent consideration should be given to extending warehouse facilities by licensing more private-sector warehouses.

- The Competition Board should be asked to investigate the cost-efficiencies of expanding SACD's facilities by allowing more competing depots.

- The Government should appoint a research body to study container movements in and out of South Africa, and the level of capacity use of the present facilities. This body should provide annual projections of container flows relative to handling facilities.

In theory, clinic fees are worked out on the basis of income, but in practice, everyone, whites included, paid 50 cents for a visit. This fee included all medicines prescribed.

During the same twelve month period

2 African women were confined in 10%

Bethesda

19 'Coloured' women " " 90%

For the post natal clinic attendances were as follows:-

18 white women	3%
29 African women	5%
573 'coloured' women	92%

Figures for family planning were not available.

These figures are interesting in that they show that this rural clinic was utilised to a high degree by white farmers in the area. This bears out my personal observation based on talking to the farmers, that they considered the clinic a valuable asset to their own families.

Of 167 pregnant women who were tested, 20 (12%) gave a positive Wassermanns reaction.

The people attending the clinic came mainly from a 1 km. radius (i.e. Nieu Bethesda itself) but people from farms in a radius of 40 kms also attended the clinic.

The clinic also sells cheap milk powder supplements from the State Health Department for 23c/500grms; child nutrition has improved greatly over the last ten years and is described separately.

## MUNICIPAL CLINIC

The Municipal Clinic H.Q. is located in the same building as the Day Hospital. It is a modern building with good facilities. It also has a sub-clinic in the African location. The clinic in the location is housed in what was once the location Isolation Hospital. It is an old building with about eight rooms and is equipped with an X-ray machine and a dark room for TB chest X-rays. Visits to the clinic are free.

The clinic deals with:-

1. Minor ailments, including V.D.
2. Post natal care
3. Child immunisation and welfare
4. Tuberculosis
5. Family planning

30/4/81

# Company gets R27m railway contract

(269)

Finance Reporter

**A R27 MILLION contract for the manufacture and supply of heavy-duty concrete railway sleepers to the South African Railways has been awarded to Saldanha Precast.**

The company is building a R4m sleeper factory in Vryheid, similar to its Saldanha-Sishen factory. Time allocated for the erection of the factory and its infrastructure to final commissioning is six months. Rated

Rated for 30-ton axle loads, the sleepers will be used for the Railways' upgrading programme for the Witbank to Richards Bay line to increase the operating lengths of the trains as part of its more than R1 245m project up to 1986 to expand rail and harbour facilities in Natal.

Another R308m is to be spent on additional rolling stock for the Richards Bay coal export rail line, 80 locos and 3 600 trucks, allowing the Railways to run 200 truck trains with export coal from Ermelo to Richards Bay.

Saldanha Precast (Pty) Ltd is a consortium formed by Grinaker Precast and Durabon Concrete, who are jointly supplying more than 6 000 concrete sleepers to the Railways daily.

## New jobs

With 150 new jobs in Vryheid created by the building of this factory, Saldanha Precast envisages an on-going sleeper industry in the town.

Vryheid is reaping some of the benefits of the vast expansion of the Transvaal

and Natal coal exports and the resultant spending of hundreds of millions of rands by the S A Railways on virtually doubling the Witbank/Richards Bay railway line capacity

In the first three months of this year, building plans worth R6,1m have been passed, compared with R10,3m for 1980, Vryheid Town Clerk, Mr Piet Grabe, said.

Housing for new families takes up a large portion of the increase, although there are currently large contracts operating for a new United Building Soci-

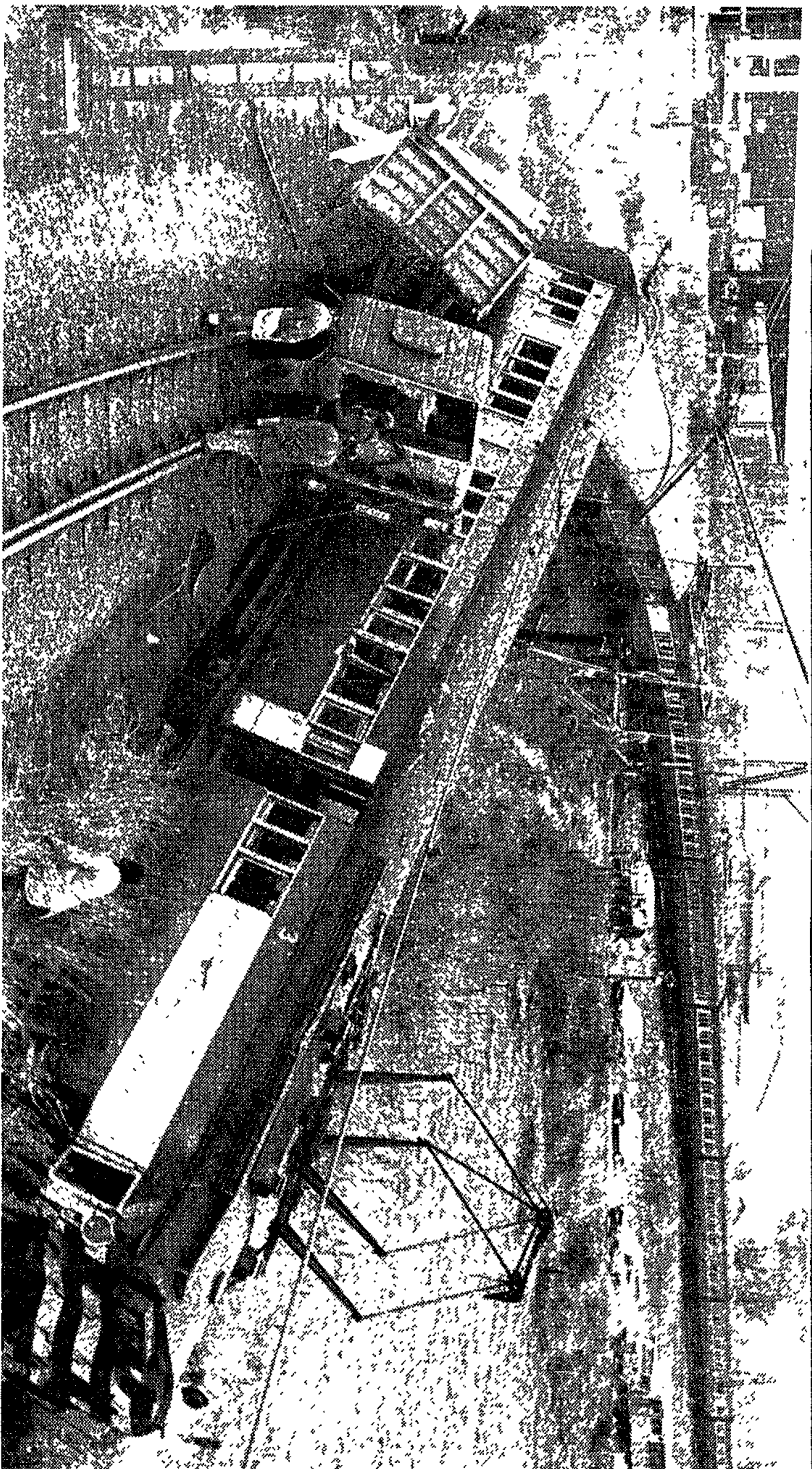
ety Hoog Street building, a shopping complex in which Lubners will probably be located and in the industrial area, a new mealie silo, with several smaller undertakings.



# Six hurt as truck and train collide

## One coach and the engine career off track

THE derailed train at Harrison.  
Picture by JOHN PAULING



### Mercury Reporter

SIX people were injured and the railway line extensively damaged when a commuter train and an articulated truck collided on a crossing near the Harrison Station in the Inchanga area yesterday.

A Railways Police official who was at the scene said the truck was carried about 30 m by the train and an engine unit and one passenger coach were derailed.

Five passengers in the truck and the driver were injured and were taken to Edendale Hospital in Pietermaritzburg.

A senior operating official from the South African Railways in Durban reported that the accident had not seriously affected commuter traffic.

He explained that the line on which the derailment had occurred was not extensively used as Harrison was at the beginning of the commuter area. He also said that not many people from that area worked in Durban.

The passengers who were travelling on the train and those waiting for later trains were taken to work by buses yesterday morning, he added.

By 3 p.m. yesterday the derailed engine had been removed and the line was operational by 5.30 p.m.



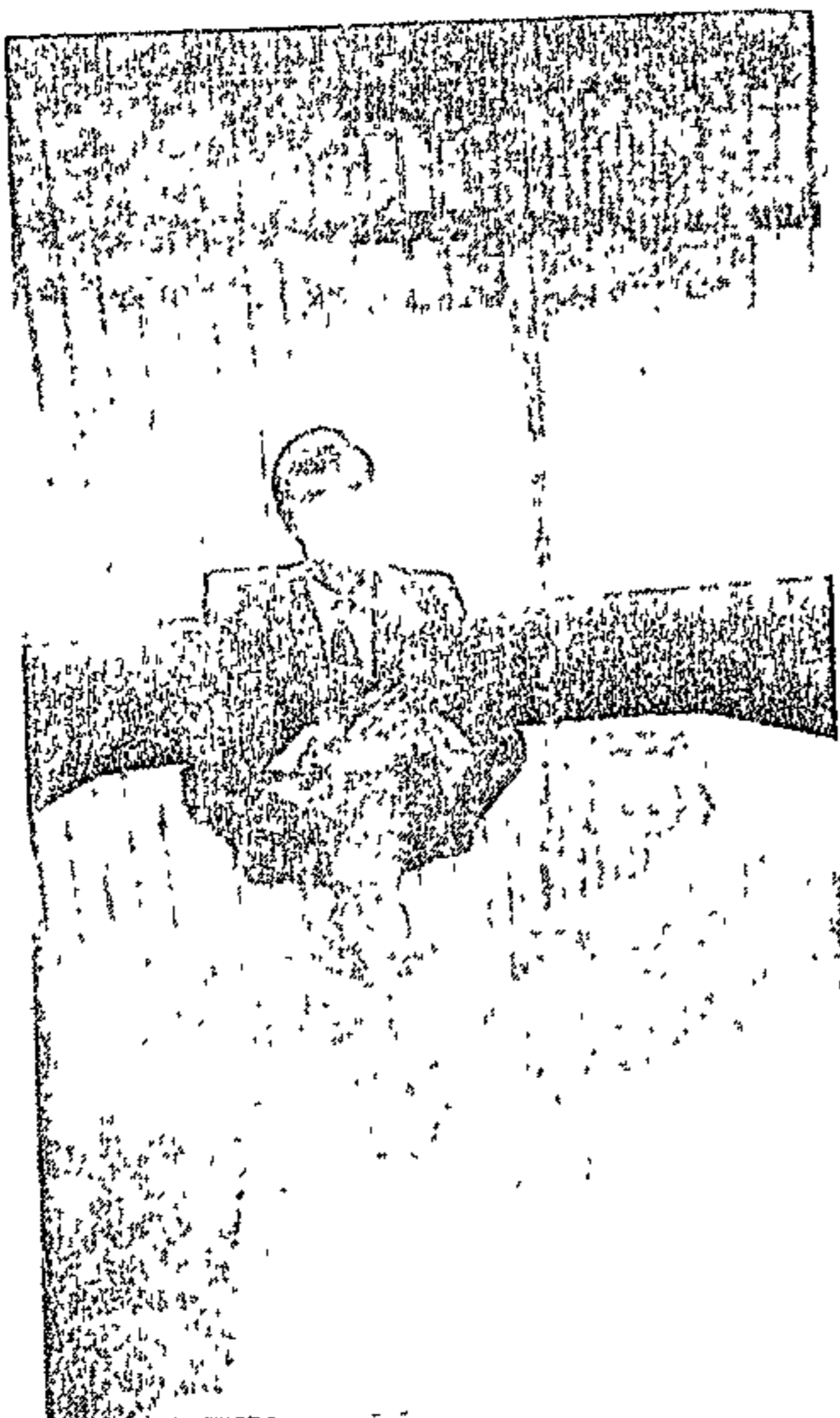
**CONTAINERS** (269)  
**Turnaround** FM 1/5/81

In an attempt to come to grips with the flow and handling of containers at SAR's City Deep terminal and SA Container Depot (SACD), the inter-departmental committee chaired by the Department of Transport is now considering evidence from interested parties.

The Association of Chambers of Commerce (Assocom) has submitted to the committee a six-point plan which could go a long way to smoothing operations at City Deep.

For the moment, the previously troubled SACD has no problems with the flow of container traffic. MD Tony Yuill says "There's lots of slack holding capacity. Since March, operations have been totally fluid. Resources are, in fact, underemployed."

After the December/January container congestion, SACD, says Yuill, is working at no more than 35%-45% of capacity.



**Container man Yuill . . . imports are sagging**

Present tighter trading conditions have impacted on both demand and imports, says Yuill. He expects the second half of 1981 to show a 10% decline in imports compared to second-half 1980, and as much as 20% down on first-half 1981. "Depot facilities and depot demand for services obviously fluctuate very dramatically with the import situation."

To prevent a recurrence of the Christmas period crisis, Yuill says SACD is

spending "in excess of R3m before the end of the year to develop an additional 4 000 m<sup>2</sup> of shed space and container handling gantry. The yard area will be further developed to accommodate hauliers."

Assocom's container plan recommends:

- A government investigation into how present customs clearance documentation can be simplified. It also suggests that alternative means of imports clearance should be found.

- A three-day holding period at the SAR container terminal for FCL (full container load) containers, or establishing satellite stacking areas to which containers could be transferred pending delivery instructions. At present, FCL containers arriving at the SAR terminal at City Deep are either loaded directly onto road trailers for delivery to the importer's premises or moved immediately to the SACD. Evidence suggests a major reason for the SACD chaos was the unprecedented year-end influx of undeliverable FCL containers.

- The establishment of an operations liaison committee to improve communications between SACD operators and cartage contractors.

- That warehouse facilities be extended and additional private sector warehouses be licensed. They should be equipped with adequate handling facilities to maximise space utilisation and reduce costs.

- A Competition Board investigation into the cost of expanding existing facilities. Some operators feel that the apparent SACD "monopoly" results in inefficiencies and high costs.

- That government appoint a recognised research body to provide regular statistics.

Even though SACD is experiencing no difficulty at the moment, certain users believe it is imperative to create "at least three additional mini-depots" in the short term, according to Pat Henegan, MD of Heneways Freight and chairman of the Surface Division of the Johannesburg Shipping, Forwarding and Clearing Agents.

Henegan considers that interests of the consortium that owns SACD — Rennies 25%, Freight Services 60% and Grindrods and Mitchell Cotts 10%-12% — are favoured. He claims that small agents are at a disadvantage and wants to see three depots (probable cost roughly R2m per depot) built by a consortium of smaller companies.

"Competition is always good. We could provide a quicker, more efficient service. Alternatively, there could be agent-owned facilities in a large central depot."

But Gordon Canning, chairman of SA Shipping and Forwarding Agents Association (Sasafaa), points out that facilities cannot be overcapitalised at the expense of importers. Unless there is intelligent utilisation of facilities, handling costs must escalate.



STAR 1/5/81 ~~269~~ 269

# SAR faces maize transport crisis

By Hannes Ferguson  
Farming Correspondent

The Government will soon be faced with a 2-million ton maize headache — and there is nothing it can do about it

This has come about because the South African Railways has the capacity to move only two-thirds of the current maize export surplus

A Railways spokesman said that of the expected 7.5-million tons of export maize, only 5-million tons could be handled during the 1981/82 maize marketing year.

Even this figure was conditional. It depended on the grain silo staff of local co-operatives working seven days a week and the Maize Board

maintaining a tight ship-loading schedule.

Economists say this situation represents the effect of bad planning by the Treasury. In 1978 projects that had already been included in the SAR budget were cancelled to cut State expenditure.

This lack of foresight was causing a major transport crisis

It took three years to

order and build maize trucks, lengthen train crossing points and adapt signal systems. This could not be improvised — and South Africa was now stuck with a major bungle.

It was elementary economics for the State to phase capital expenditure into economically slack times.

continue its door-to-door service between Johannesburg, Cape Town, Durban and Bloemfontein. The unofficial word is that the company is considering an application for its own licence to operate a scheduled cargo service under its own steam.

promote the utilisation of its own express cargo service" instead.

But Swarts denies that the order stems from fear of competition for SAA's own cargo operations. He claims that Sky Couriers, SA's largest courier and the only one with a regular scheduled service, was causing delays in loading aircraft. Couriers, he complains, would arrive at the check-in counter with up to 20 pieces of luggage.

Swarts adds, however, that "people cannot come and use our facilities for their own business. We do not operate this airline for the benefit of people trying to make a profit from our services. This is not common practice for airlines in the Republic."

Spokesmen for British Airways and Air France, both state-owned like SAA, confirmed that their airlines do allow couriers on all internal flights. In fact, London's Heathrow Airport has a "courier clearance centre" to facilitate deliveries and pick-ups.

Sky Couriers MD Peter Myburgh refused to comment on the order, saying only that "this is a very sensitive issue and I do not want to go public with it."

In a letter to his clients, also obtained by the *FM* from another source, Myburgh wrote. "We consider (SAA's) decision to be a massive blow to free enterprise."

The *FM* has learned that Myburgh had a meeting on February 22 with representatives of SAA, including marketing director Tienie Willemse, in which Myburgh proposed at least seven guidelines to eradicate the "operational problems."

These included a minimum two-hour check-in for his couriers, paying the excess baggage charge for all Sky Couriers shipments regardless of volume, and a guaranteed payment for each SAA flight, even if no courier showed up.

Willemse says: "We have studied the proposals" and "decided against them."

About two years ago, the *FM* has learned, Myburgh approached SAA for permission to fly courier trips to London. An SAA official reportedly said at the time that the airline would refuse permission as it was "considering" starting its own overseas courier service.

Meanwhile, Willemse claims that "we are not trying to put Sky Couriers out of business. It is just that they started to convert our passenger terminals into quasi-cargo terminals."

He says that allowing Sky Couriers to continue could "affect our public image."

The *FM* has also discovered that Sky Couriers is now chartering aircraft to

SAA (269) FM 1/5/84  
**Free enterprise?**

SAA has banned couriers from a Cape Town-based delivery company from flying on the airline's flights.

The *FM* has obtained a copy of a letter from SAA deputy chief executive Frans Swarts to Sky Couriers ordering the prohibition because of "serious operational problems." The ban was effective from March 1.

Swarts' letter says SAA "would like to



# Firms try to block SAA bid to ban Couriers

Own Correspondent

CAPE TOWN — Hundreds of South African businesses have put pen to paper in an effort to restore SAA services to a Cape Town-based air courier service whose business the airline is trying to grab

The scheduled service, Sky Couriers, was given 11 days notice that it would be banned from using SAA flights from March 1 because of what the airline termed "serious operational problems"

More than 4 000 firms make use of the facility. Initial response to an appeal for help has already elicited more than 100 letters in its support from a wide range of companies

According to SAA, excessive mass and volumes in the form of Sky Courier baggage offered at the last minute had placed it in an "invidious predicament". After an in-depth investigation and after a careful consideration of other factors, said the airline, it would no longer be able to accommodate the urgent door-to-door traffic

"In order not to disrupt this facility, the airline would like

to promote the utilisation of its own express cargo service, which will permit the door-to-door service to continue," it said in a letter to Sky Couriers

"We've used their services a lot and it would be very upsetting if they are allowed to be squeezed out by a monopoly which is nowhere near as efficient," said a partner in a firm of consulting engineers which uses the facility, Mr Bert van der Meulen "SAA says they can't take the extra weight, but then they also say 'don't use them, use us', so who will be carrying the weight? I hope we can get them on the road again"

An attempt by his firm to compare the efficiency of the two services by sending similar packages through both with the same period of notice met with failure when SAA declined to even pick up the package intended for it.

The managing director of Sky Couriers, Mr Peter Myburgh, said the move by the State-owned airline was a massive blow to free enterprise, which the Government purported to support

# FIREMEN STEAMED UP OVER WORKING HOURS

S. Tubawa 2/5/81

~~287~~

269

~~269~~

## Tribune Reporter

LONG working hours are fueling discontent among Durban Harbour firemen who claim the heavy workload is ruining their health and family life.

The men, some of whom claim they have been working an 18-hour on, 18-hour off shift continuously for the past four months, are now grabbing illegal catnaps during their shifts to keep going. "I cannot take it any more. I am not capable of doing my job after a 12-hour shift, let alone an 18-hour shift, said a fireman

who, for obvious reasons, cannot be named.

The men blame staff shortages and inefficient administration for their working conditions.

"I have been in this department for a long time and it has never been as bad as this. Never in my life have I had to work like this.

"I do not see my family any more. They are at school or at work and when they come home I am either asleep or at work. This job is busting up my marriage,"

said the fireman.

The men, who normally work a 12-hour on, 24-hour off shift, say staff shortages and necessary training schemes had made deep cuts into the department's manpower.

They have also lashed out at inadequate firefighting equipment. They say they would be unable to contain a large fire in the harbour.

Firemen at one station said they did not even have an engine. "In the past we had to run to a fire with

the equipment on our shoulders. The whole set-up is a bloody shambles," a fireman said.

Harbour fireman duties include inspecting ships, keeping watch on fire hazards such as welding activity, keeping a constant guard on ships carrying hazardous cargo, and maintaining their own equipment.

Steve Smith, Durban municipal fire chief, said his men worked on a three-platoon system which gave them two days off out of every six.

This means they work two nine-hour day shifts,

two 15-hour night shifts and then two days off.

"To work long hours is not a good thing unless it is called for by the demands of the work. If it is merely because of a shortage of people it is not right," said Mr Smith.

He said that even when his men were out for long periods fighting a serious fire, he tried to relieve them for a rest.

Arie Burggraaf, Systems Harbour Engineer, would not confirm that the men were working long hours or that the department was understaffed, unless he could vet the Sunday Tri-

bune story before publication.

"No ways will I implicate my staff with newspaper reports without seeing the story first. I am not prepared to comment on staff shortages unless I can vet the article," he said.

He did say however, that the department had had a lot of promotions with men going on training courses or to other stations, and this "might have created a few vacancies".

"Nobody works 18 hours a day without reason," he said.



# More steps for station to beat rush hour crush

By ELLIOT TSHINGWALA

TSHIAWELO station is to get the additional flight of steps to ease overcrowding at peak hours, it has been decided at a meeting between Soweto councillors and Railways officials.

"We have sent our people to investigate the possibilities of extending steps on the overhead bridge, but we cannot specify when the building is going to start," said the Railway's liaison officer, Mr De Vries.

Trains going to and from Vereeniging or Bank, and those which turn at Nancefield may have to stop at Tshiawelo and proceed to Midway in future.

The man behind those changes, Councillor S Hanyane, who represents Tshiawelo, says the renovations are necessary to accommodate the large number of people who use the station.

"The number of people using Tshiawelo station has grown considerably in the last few years," said Mr Hanyani.

"We now have people from as far as Mapetla and Senaoane using the station. At peak hours conditions become so crowded that respectable and old residents have to disgrace themselves pushing their way through the barriers, sometimes losing expensive objects," he said.

Mr Hanyane has also asked for additional toilets to be built at the station, that a coal-yard be established and the whites-only gates at Klip-town station be opened to blacks.

# We lobbied for ban, say freight agents

RDM 5/5/81 (269) ~~222~~

Own Correspondent

CAPE TOWN. — Air freight agents indirectly competing with an express delivery service yesterday admitted they had lobbied for its recent ban from SAA flights, a move which is threatening to put out of business the service used by more than 4 000 firms.

SAA yesterday stood firm in the face of mounting opposition to its action, which was coupled with an appeal to shippers to use its own service. "I very much doubt that we will take another look at it," said a spokesman in the airline's public relations office, Mr John Smith.

Free enterprise champion Mr Raymond Ackerman, chairman of the Pick 'n Pay stores chain, is to meet this morning with the managing director of the Sky Courier service, Mr Peter Myburgh, in an attempt to save its operations.

The vice-chairman of the Transvaal Air Cargo Agents Association and managing director of Rennie's Air Freight in Johannesburg, Mr Des Williams, yesterday confirmed

that they had objected to the service at a meeting with SAA before the suspension was announced.

"The industry felt it had a responsibility to point out to SAA the risks they were taking," said Mr Williams. "If I was a passenger I would be upset at flying with a lot of cargo that hadn't been declared and face delays at the baggage counters.

"If you're offering a service with factors outside your control, you have to face the crunch if it comes," he added.

Sky Courier's Mr Myburgh disputed the undeclared cargo danger and said his company had previously offered to check in its baggage two hours before flight departure, compared with 30 minutes required by SAA's express cargo service.

The managing director of Johannesburg-based Quickair freight agents, Mr Jack Moore, agreed, saying he believed Sky Couriers had been given a "raw deal". Quickair, he confirmed, had possibly advised its customers that the courier service would be discontinued even be-

fore Sky Couriers was aware of the SAA decision. His firm had received a photo-copy of an SAA letter to the Cape Town Shipping and Forwarding Association, dated February 12th, announcing the suspension. Mr Moore noted that Sky Couriers was not a member of the association and wondered why it had forwarded the advice.

There was no reply to calls to the association's Foretrust Building offices in Cape Town yesterday.

Sky Couriers, said Mr Myburgh, was informed of the action in a letter of the same date, but it did not receive it until five days later, when it was already getting feedback from clients suggesting it was being closed down.

The SAA spokesman, Mr Smith, reiterated the airline stand that the service could not be allowed to continue because of serious operational problems. Passengers' baggage, he said, was limited to personal effects; so even if the service checked in well ahead of flight departures, it would be contravening regulations.



# Air freight agents asked for courier ban

CT 5/5/81

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By GORDON KLING

AIR FREIGHT agents indirectly competing with an express delivery service yesterday admitted they had lobbied for its recent ban from SAA flights, a move which is threatening to put the service used by more than 400 firms out of business.

SAA yesterday stood firm in the face of mounting opposition to its action, which was coupled with an appeal to shippers to use its own service.

"I very much doubt that we will take another look at it," said a spokesman in the airline's public relations office, Mr John Smith

Free enterprise champion, Mr Raymond Ackerman, chairman of the Pick 'n Pay stores chain, will meet the managing director of the Sky Courier service, Mr Peter Myburgh, this morning in an attempt to save its operations

The vice chairman of the Transvaal Air Cargo Agents Association and managing director of Rennies Air Freight in Johannesburg, Mr Des Williams, yesterday confirmed that it had objected to the service at a meeting with SAA before the suspension was announced.

"The industry felt it had a responsibility to point out to SAA the risks they were taking," said Mr Williams. "If I was a passenger I would be upset at flying with a lot of cargo that hadn't been declared and face delays at the baggage counters.

"If you're offering a service

with factors outside your control, you have to face the crunch if it comes," he added. "You can't blame SAA. They have a service of their own that caters for this type of service."

Sky Courier's, Mr Myburgh, disputed the undeclared cargo danger and said his company had previously offered to check in its baggage two hours before flight departure, compared with 30 minutes required by SAA's express cargo service.

## Monopoly

Aside from the unfairness of a government-owned monopoly forcing out private enterprise, growth in turnover of more than 100 percent a year for each of the past five years indicated there was a need for the facility, he maintained.

More than one hundred letters had been received in support of the service in the first few days after the suspension was announced and the number was rising fast.

The managing director of Johannesburg-based Quickair freight agents, Mr Jack Moore, agreed saying he believed Sky Couriers had been given a "raw deal".

The SAA spokesman, Mr Smith, reiterated the airline stand that the service could not be allowed to continue because of serious operational problems. Passengers baggage, he said, was limited to personal affects so even if the service checked in well ahead of flight departures it would be contravening regulations.

CT 5/5/81

# Transport inquiry

269  
32  
Staff Reporter

WORK will start in the second half of this year on a comprehensive inquiry into all aspects of the South African passenger transport industry by the Welgemoed Commission which is expected to be gazetted soon.

According to the Rand Afrikaans University magazine, RAU-Rapport, Professor P J Welgemoed, head of the Department of Transport Economics at the university will be the chairman of the inquiry.

The other members of the committee are not yet known, but according to the magazine they will consist of representatives of transport supply organizations as well as commuters. Among issues the commission will investigate are:

Tariffs and the basis on which they are determined; their announcement and adjustment, the effect of this on internal and "inter-state relations"; subsidising of commuters and a future policy for the industry; the influx of taxis and minibuses into areas served by buses; a co-ordinating policy for each urban area and its desirability, and the need for a bus transport corporation.



(24) (7)  
Incident on  
train leads  
to big claim

Own Correspondent  
DURBAN—A R300 000  
claim has been made  
against the Railways by  
the parents of a teen-  
age boy whose brain  
was damaged after he  
was allegedly pushed  
by a conductor from a  
moving train near Mooi  
River two months ago.

The Maritzburg legal  
advisers acting for Mr  
Abeneus Ndlovu, the  
father of the child, con-  
firmed today that the  
claim was lodged with  
the Railways' Systems  
Manager.

A criminal docket  
had been opened

**Railway**  
**explosion**

~~9/11~~  
7/5/81  
(269)

AN explosion occurred on the railway line in Cotton daie, near Hoedspruit at about noon yesterday, a spokesman for the South African Railways said in Johannesburg.

Mr J Hugo, of the Public Relations Office of the SAR said at this stage the cause or nature of the explosion was not known.

Train service have been delayed while workmen cleared the line. Police are investigating. — Sapa.



# Huge claims over brain injury

DURBAN -- The parents of a boy whose brain was damaged after he was allegedly pushed from a moving train by a ticket inspector have claimed R300 000 damages from the railways.

The claims office of the S.A.R. in Johannesburg received the claim from the legal advisers of Mr Mabeus Ndlovu, the father of Mre (16), who fell from a moving train near Mooi River while returning from school two months ago.

Railways Police are investigating the incident in which Mre and a friend, Khanvisile Ziqubu, who is paralysed from the neck down, are alleged to have been ejected from the moving train by a railway official for not being able to pay their fare.

Mre was treated in Edendale Hospital for brain and eye damage and is now back home in Bruntville township, Mooi River.

His friend Khanvisile is still being treated at the hospital and is paralysed -- Sapa





**JY CONNALL  
VICKERS**

ago.

Finding the ticket office closed, they boarded the train thinking the ticket would cost them 25 cents each, which they both had in their pockets.

Khanyisile, who recounted the story first to investigating police, said the ticket examiner had demanded 40 cents each for the fare.

She said he had become enraged when they were 15 cents short, and had struck Derrick across the face. As he bent to retrieve his books, the conductor allegedly kicked him in the face, damaging his left eye.

"Khanyisile said he then pushed them from the train. My son grabbed the railing to stop himself falling, but the examiner smashed his fingers with the ticket punch until he had to let go.

"The tragedy is that a friend of theirs had run back to borrow the extra money. When he returned to give them the correct fare, only their blazers and satchels lay on the floor.

When his son had not returned home by 10 o'clock that night, Alphaeus Ndlovu and some friends began a nightmare search along the railway line for the bodies of the children.

"We searched for four hours for miles up the line, but found nothing. Only the next morning did we hear that the police had already picked them up," said Mr Ndlovu.

After a short stay at Estcourt Hospital, the children were transferred to Edenvale in Pietermaritzburg.

Derrick stayed there for three-and-a-half weeks, but was sent home when his mental condition began deteriorating.

"He became confused in the wards and would wander around as if he was lost," his father said.

Khanyisile, a wide-eyed little girl with a broad smile, is still there, paralysed for life from the neck down. She does not yet know that her body, now emaciated from weeks of lying in bed, will never move again.

The legal adviser for Mr Ndlovu, Leslie Simon, confirmed that a letter of demand had been sent to the Systems Manager of the Railways in Johannesburg.

"The boy has lost his sight in one eye and has permanent brain damage. He will never be able to work again. We have attended an identification parade and now the letter of demand has been sent to the Railways," he said.

A criminal docket on the incident has been opened, but no arrests have been made.

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**Derrick with his father, Alphaeus Ndlovu. His eye is still closed, two months after he was allegedly kicked by a Railways official**

**Khanyisile Ziqubu with Staff Nurse Dolly Mincwabe in Edendale Hospital — paralysed for life for 15 cents**



# R300 000 claim after horror fall from train

A HORROR fall from a speeding train two months ago that left a young girl paralysed and her friend with permanent brain damage, has led to a R300 000 claim for damages from the South African Railways.

The children claim they were pushed from the train by a Railways official near Mooi River after being 15 cents short of the required fare.

And last week the bitter parents of the brain-damaged boy, who will need care for the rest of his life, took legal action.

"We must see justice done," said Mr Alpheus Ndlovu, father of 16-year-old Derrick.

"My son has had his life ruined and I am determined to have the truth brought out," he said.

The tragedy started when Derrick and Khanyale Ziqubu, 13, caught a train home in the Nekal Midlands three months

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## The train ride that ended in paralysis and brain damage





# SAR awards R18 million contract to LTA

S Tribune  
10/5/81  
Property Correspondent

(269)

THE South African Railways have awarded a contract — of more than R18 million for the second stage of the new Durban mainline station — to LTA Construction (Natal). LTA was also awarded the first contract of R3,2 million.

The new contract calls for the erection of a concrete structure to the north and south of the structure now being built, to the east of the existing parcels depot and a concrete structure for plant rooms.

LTA will complete, including finishes, the mainline station and RTS terminal, complete with plant rooms.

The new structure will be 55 metres wide and will include elevated roadways and ramps as well as suspended slabs at mezzanine, concourse and roof levels. It will comprise reinforced concrete pile caps (on existing piles), columns, beams, including pre-stressed beams, and slabs with brick and lightweight partitions.

Internal finishes will include brick facings, brickwork, plaster and paint and other applied materials with suspended ceilings of various types, rubber, vinyl, asbestos and other flooring. LTA will also build two concrete framed structures with cantilevered roofs and raised island platforms in existing tarmac paved roadways to serve as police checkpoints.

Roadways, with associated services, are included in the contracts and the supply, installation and commissioning of escalators connecting the six existing suburban platforms with existing by-pass bridges at concourse levels.

The duration of LTA's contract is 33 months, with partial completion after 15 months.

# Puzzle as top SAA staff transferred

S. Express 10/5/81

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SEVERAL top officials in South African Airways Cabin Services department have been suddenly transferred — amid serious staff discontent.

Among those transferred are the former Assistant Chief Air Hostess (training), Miss Dina Taute, who has 27 years service; former Cabin Services manager, Mr Paul Thompson, former Assistant Cabin Services manager, Mr Coen Brand and Mr "Apie" Radley, who was formerly responsible for SAA flight rosters

Mr Thompson has been transferred to the Property-General Services division; Mr Brand to the Organisation and Methods Division and Mr Radley to the Engineering Division

The Sunday Express was told by several sources Miss Taute had been moved to a less prestigious position in the technical library

Mr Thompson, Mr Brand, Mr Radley, and Miss Taute have refused to discuss the transfers with the Sunday Express.

A staff member who did not wish to be named said they had been transferred by the personnel department, which gave no reasons.

Sources within SAA told the Sunday Express the changes had come as a direct result of serious staff discontent and a

## CHANGES LINKED WITH CONTINUED DISSATISFACTION

By ANGELA HAMMERSLEY

strike threat by cabin crews in December last year. Wide Press coverage was given to the staff discontent.

Shortly afterwards, the Minister of Transport, Mr Hendrik Schoeman, made a visit to the department and SAA set up an investigating committee.

And during the mini-budget debate in Parliament, the MP for Amanzimtoti, Mr G S Bartlett, quoted from a letter sent by a Miss M Smith to the Chief Executive of SAA under a heading: "Excessive Rest Periods Being Granted to Cabin Staff".

The letter reads: "I happened to overhear a conversation between roster clerk Bosman and casual air hostess Alblas allowing her to work Flight SA 301, departing 7 05am for Cape Town on February 14, and returning only late on Sunday afternoon on February 15 and thereafter work flight SA

207 on February 27 to New York and only returning after seven days on March 6, whereas others [cabin staff] have to return the same day from Cape Town or after only three or four days in New York.

"Why this preferential treatment for casual staff? (Females) and casuals are allowed longer rest periods and hotel accommodation than others with long service, only because roster clerks evidently get presents and the airlines expenditure is unnecessarily increased. This upsets other loyal staff."

In Parliament Mr Bartlett asked: "Is it possible that these casual staff members are having nice holidays all around South Africa and all over the world at the expense of SA Airways?"

Public relations director, Mr G la Grange denied there had been irregularities in the de-

partment and said the current inquiry into Cabin Services "is not a disciplinary inquiry, but a committee which is looking into the department, as part of the management schedule".

The Director of SAA, Mr Albert Boshoff, said: "This is purely a domestic matter and I'm not prepared to discuss it."

Mr La Grange said a committee had decided to look into Cabin Services "because there were a lot of complaints about long hours".

He further claimed that the Minister of Transport's visit had nothing to do with Press publicity about cabin staff discontent.

"The new Minister wanted to see the place, so we took him virtually throughout the SAA premises."

But SAA sources told me the former departmental heads became unpopular in their handling of staff grievances over long working hours, poor pay and sex discrimination.

"For some of us, it was just the end of the line," said one.

"People were resigning and it stood to reason that the top boys wanted to know why."

Mr La Grange has denied that any of the people transferred were demoted.

But questioned about Miss Taute's new position, he did not deny she was working in the library but said: "She keeps the same money and works the same hours."

Miss Neil Haasbroek, who is said to have taken Miss Taute's old position, denied that she had done so.

"It's news to me."

Mr La Grange said people were transferred within SAA all the time, and added: "Nobody has been punished, demoted or penalised. It suits our operation better to have these people where they are now."

He said the investigative committee had nothing to do with what Mr Bartlett had discussed in Parliament.

"That was an allegation made into fresh air and never proved."



# 'State must bear cost of bus apartheid'

By GEORGE MAHABEER

A CITY councillor has called on the Government to pay if it wants apartheid to continue on his city's buses.

His call follows the road transportation board's decision to turn down an application by the Durban Transport Management Board (DTMB) to run an integrated service.

The councillor, Mr Peter Corbett, said: "The present duplication of existing services costs the council R500 000 a year.

"And the DTMB has been forced to curtail its services in white areas during the evening and weekends because of poor passenger response."

Whites without private trans-

port were being denied a viable bus service.

"The Government should reimburse the council until desegregation is allowed. Segregation has cost the DTMB alone several millions.

"I have suggested that the council investigate the cost of providing a skeleton service to white areas. The council should also consider alloting sums to buy such a service from the DTMB," said Mr Corbett.

Mr H N C MacLennan, chairman of the management committee, said the proposals had been referred to the DTMB.

DTMB integration calls have received stiff opposition from a conservative group calling itself "the white rhino" and from councillor Lew Phillips.

"The white rhino" representatives and Mr Phillips have said they do not want an integrated bus service.

Mr Marshall Cuthbert, general manager of the DTMB, confirmed that the "white service" was running at a loss.

The DTMB has now appealed to the National Transport Commission.

S. Times 10/5/81

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# From profit to loss for SAA

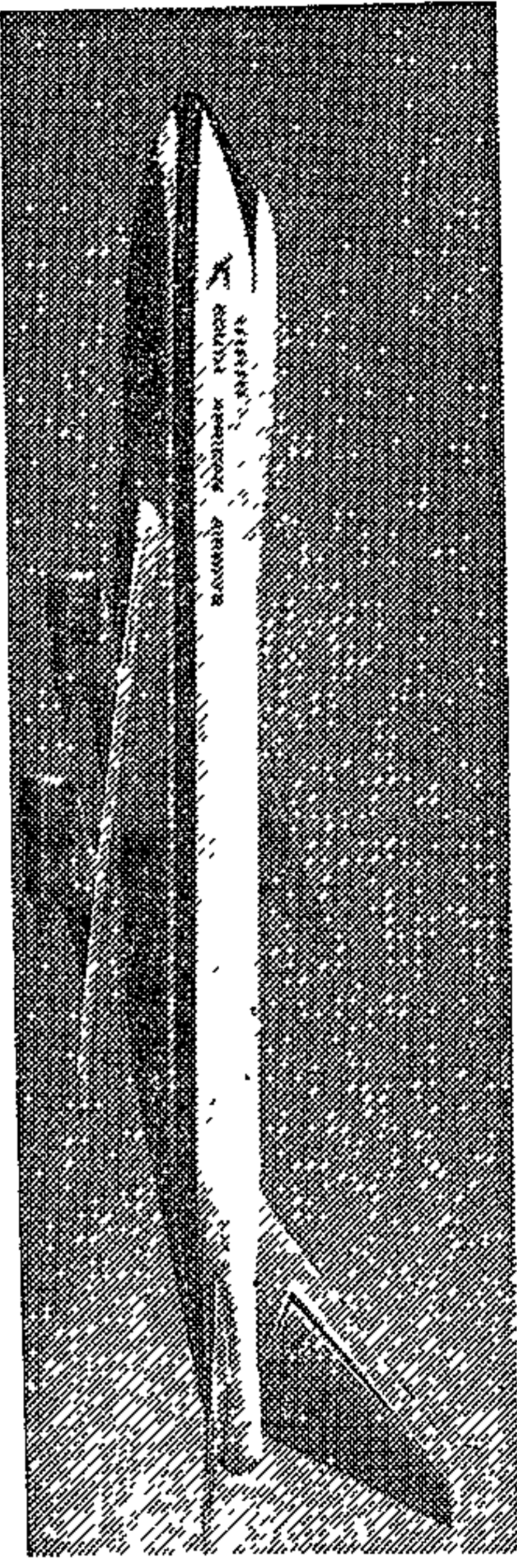
By Marion Duncan

South Africa's national carrier suffered its biggest financial set-back in years during 1979-80, registering a net loss of R54.2-million — a turnabout of R96.5-million on the previous year.

This result compared with the 1978-79 profit of R42.3-million is reported in the SAA annual report.

It came despite overall growth for the airline during the year ended March 30, 1980 which included an 18.6 percent rise in revenue from R469.2-million to R556.6-million.

Other increases were in the number of passengers carried (up 17.73 percent



A BOEING 747 . . . one of the planes used by SAA on its overseas services.

from 3 225 124 to 3 796 977), amount of cargo transported (up by 8.95 percent) and mail carried (up 10.82 percent).

SAA's report "A general atmosphere of ex-

pectancy and optimism prevails."

Orders were placed during the year for R256.8-million worth of new planes. Two Boeing 747-244B combs, 12 advanced Boeing 737-200

New York (in April 1979) and a fourth only eight months later. This effectively doubled the South Africa/North America operation.

The overall financial loss, says the report, is a direct result of a "phenomenal increase in expenditure," which is up 42.7 percent from R426.8-million to R610.8-million.

This was due to higher fuel costs, additional flights, more expensive crew accommodation and overseas office rentals, and new equipment. Increased agency commission rates and higher insurance rates also contributed.

## Staff level is lower

## despite

## hiring drive

Fewer staff were employed by South African Airways at the end of 1979-80 than during the previous year, despite the "higher demands caused by the phenomenal growth in air travel," according to the airline's annual report.

On March 30 last year, there were 506 pilots (54 more than in 1978-79), 1 482 other air crew (one more than the previous year), 2 955 maintenance and servicing staff (20 fewer than the last figure) and 6 454 traffic and other staff (180 down on the year before).

### CAMPAIGNS

Recruitment campaigns were carried on throughout the year, and staff administrative procedures were computerised. "Special campaigns" were undertaken to "motivate staff to the highest standards of passenger handling."

More than 4 000 students went through the commercial training centre at Jan Smuts Airport, and 279 staff from other airlines and agents attended various courses.

## Politics leaves air partnerships intact

Continued international condemnation of South Africa's politics did not affect SAA's pool partnerships during 1979-80 with 15 foreign airlines, including Air Malawi, Air Zimbabwe and Mozambique's DETA.

The SAA annual report also announced that South Africa handled 27 United States Air Force flights in the 12 months to March 1980.

Six foreign airlines bought warehouses at Jan Smuts Airport in the same period (SAS — Scandinavian Airlines, UTA —

French Airlines, Air Gabon Cargo, United Air Lines, Air Botswana and Israel's El Al), which meant that South Africa no longer handled cargo on their behalf.

From August 1979 a number of Boeing 707 cargo charters were operated between South Africa and Zambia. A passenger and freight service agreement was also concluded.

Other inter-line agreements were signed with nine foreign carriers, including Air Zaire, Air Panama and Kenya Airways.

Airline operation is complex, wide-ranging, fascinating, and some of the items included in SAA's annual report for 1979-80 certainly make the point.

More than 800 000 breakfasts, nearly 500 000 lunches and almost 800 000 dinners were prepared by the flight meal centre at Jan Smuts Airport during the year ended March 30 1980. The number of lunches prepared was down 1.5 percent on the previous year. The number of breakfasts was up 16.3 percent, dinner's up 26.2 percent. The discrepancy is not explained.

In 1979, SAA became "probably the first airline in the

## Taste of the high life for millions

world to have a specially selected bloom named after it" during the fourth World Rose Convention held in Pretoria. The event brought the airline 417 overseas passengers.

Delivery was taken during the year of a semi-automatic cutterly packer and sealer machine, and two ice cube machines with a production capacity of 4 400 kg of ice in 24 hours.

About 3 000 sportsmen and entertainers travelled to South Africa with SAA in 1979-80. Congresses and trade fairs held in this country attracted 4 255 international passengers.

The Aviation Medicine Section at Jan Smuts airport, assisted by three specialists acting as consultants, screened the fitness to travel of 3 732 invalid passengers and attended to 14 767 other people.



Union official ~~sues~~ ~~12/1~~

SAR over assault <sup>SIME</sup> <sup>12/5/61</sup> (26)

Prominent Soweto trade unionist Mr Joseph Mavi is suing South African Railways for R10 000.

Mr Mavi, president of the Black Municipality Workers' Union (BMWU), said he has instructed his lawyer Mrs Priscilla Jana to pursue the matter.

The suit comes after three SAR barrier attendants, Constable Mbhele (30), Petrus Nemaguvini (35) and Rusty Moema (30) all of Soweto, were this week convicted by a local magistrate.

They were each fined R300 or five months' imprisonment.

The Magistrate, Mr P J Jacobs, found that the

three men assaulted Mr Mavi after he could not pay for his train ticket on January 10 at Inhlazane railway station.

They took him to their staff room where they slapped and kicked him until he bled profusely, he said.

Later, they made him scrub his blood from the floor and then took him to the platform entrance where they forced him to beg from passengers to make up his R1 fine.

As a result of the assault, Mr Mavi was admitted to Baragwanath hospital where he was treated for "superficial injuries."

# Mavi <sup>Soweto</sup> fined

THREE South African Railways attendants who assaulted Mr Joseph Mavi, a leading Soweto trade unionist, in March were on Monday fined R600 (or 12 months imprisonment) by a Orlando Magistrate

Constable Mbhele (30) of Zondi Township, Petrus Nemaghuvi (35) of Jabulani Hostel and Rusty Moema (30) (no address given) were convicted by Mr P J Jacobs on a charge of assault with intent to do grievous bodily harm on Mr Mavi

Mr Jacobs found that on January 17, they assaulted Mr Mavi after he had failed to produce his tram ticket at Inhlazane railway station.

He found that instead of

charging him 35c as a fine, they demanded that he pay R1. When he told them that he only had 50c, they and an unknown railways police officer took him to their staff room where they assaulted him.

They beat him until he bled "profusely" and later made him to scrub his own blood on the floor, Mr Jacobs said.

Mbhele was convicted on a common assault and was fined R100 or two months imprisonment

Nemaghuvi and Moema were each fined R300 (or five months imprisonment)

The magistrate gave them today and tomorrow respectively as a deadline to pay their fines.



# Container boom for Durban

RDM  
14/5/81  
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By SIMON WILLSON  
Industrial Reporter

**DURBAN.** — In another indication of South Africa's increasingly busy container trade, container traffic handled at the SAR dockside terminal in Durban has hit the level projected for it in 1985.

Last month the terminal handled 32 302 TEUs (twenty-foot equivalent units, a standard container is 20 feet long) — an increase of more than 19% on the total for February.

In 1980 the terminal handled 310 108 TEUs, nearly 30% more than in 1979 and 623% more than the number handled in 1977.

Mr W S Havenga, manager of the terminal, said yesterday that the terminal might have to be expanded soon.

It was designed to handle projected container traffic until 2000, but these projections are proving to be way off the mark.

Container handling is growing faster at the coast than at the southern hemisphere's biggest inland port — City Deep in Johannesburg.

The SAR terminal is stacking containers three deep in its yards for the first time in its four-year existence.

"We have about 5 000 containers in the terminal at the moment, which is about 2 000 more than normal," said Mr Havenga.

"It's part of a general boom in container traffic. Containerisation is catching on faster than anyone thought it would when it was introduced."

The handling facilities at South African Container Depots' premises in Durban were

designed half the size of the SADC installations at City Deep, but by the end of the year SADC Durban's handling capacity will be bigger than that of SADC City Deep.

At the introduction of full-scale containerisation in 1977, SADC Durban had a 14-door unpacking shed compared to SADC City Deep's 28-door shed.

A second shed was added in Durban last November, increasing the door total to 22. Traffic has continued to rise so steeply that a third warehouse is to be built by September this year, bringing its shed-door total to 30.

"Compared to the traffic flow at City Deep, which is underutilised, we are getting short of capacity here," Mr W A Smith, SADC's Durban regional manager, said yesterday.

"Transport difficulties between Durban and Johannesburg mean that City Deep can spend days with its container facilities underused. But that doesn't happen here."

"However much the European recession reduces South African trade with the northern hemisphere, container trade with the Far East is increasing rapidly, and a lot of it is coming to us."

Mr Smith said some of the containers coming to Durban should not have to be stored in the port because they were only in transit to customers inland.

"Too many containers on hold here are marked Johannesburg via Durban, or Nelspruit via Durban. These containers should be sent straight through Durban and inland," said Mr Smith.



## FREIGHT MOVEMENT

# Box-up at City Deep

FM

15/5/81

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The SAR's City Deep rail terminal is in near-chaos. Businessmen believe that six to eight trains are waiting to be offloaded and a backlog of 4 000 containers is stacked up waiting to be moved.

At least one train is said to be held up en route because it can't get into Johannesburg and others, fully loaded, can't leave Durban for the same reason.

Commerce is shelling out thousands for the delays. The Transport Consultative Committee (TCC) — an umbrella body representing Assocom, FCI, AHI, the Chamber of Mines and other organisations — is seeking urgent consultations with the Railways.

Yet the SAR denies conditions are untoward. No unit trains are standing at the terminal, asserts SAR assistant GM (commercial), Carel van Collier. He claims that only 2 564 containers are awaiting delivery on the entire Witwatersrand. "It's very seldom," he adds, "that there are less than 2 000."

Commerce is less phlegmatic. "There's a helluva backlog at City Deep terminal," says one exasperated importer. He's waited for more than two weeks for a container to be delivered from City Deep rail terminal.

The TCC has been told by the private sector that "there's a very high volume of unmoved containers at City Deep. At least 4 000 are stacked. Railways is working hard, but it can't reduce the backlog."

The TCC has also been told that 6-8 trains are waiting to be offloaded at City Deep rail terminal. A spokesman says: "We think there is at least one other, probably held up at Volksrus. And we are told there are several unit trains waiting in Durban because Johannesburg is short of staff and can't handle them."

The container backlog, which does not affect the container depot, dates back to the Easter weekend. Many black SAR drivers went to the homelands for the long weekend. Some did not return on the Tuesday and trickled back slowly by mid-week.

Aggravating the situation further was SAR policy to pay drivers their annual bonus at the end of April. Many immediately left for home which further diminished the manpower.

"Our information is that driver strength was down to 50% at the end of April. We believe it's still 20% below strength at the moment," says the TCC.

Bitterness in the private sector is widespread because the SAR refuses to admit the extent of the problem. "They're clamming up. The feeling is that 'it's regret-

table that the Railways is not seeking co-operation with the private sector. What they're doing is hiding the problem and pretending it will go away."

The TCC points out that financial implications of the container backlog are considerable. Money tied up in containers which are not being moved, is substantial. The average value of a container is estimated at R10 000. On 1 000 containers, the value is R10m. The average importer is probably paying 13,5% interest on the cash.

"That's R4 000 interest on 1 000 containers as a daily addition to the cost of goods. Cash is not turning over. To make up for lost business and lost cash flow, prices ultimately have to be inflated to compensate. The financial impact is very serious. You could term it a catastrophe," says one importer.

The TCC points out that containers are stacked at random. "This makes them more difficult to get at. Delivery is further delayed because of the difficulty in handling stacked goods which continues because of the unremitting flow of containers."

Concern is growing because of the extended holiday weekend break at the end of May. With Thursday and Monday holidays, very little will be done from Wednesday afternoon through to Tuesday morning. The general feeling is that the position could be as bad as it was over Christmas/January.

Van Collier says there are currently 1 400-1 500 container movements a day — containers delivered to SA Container Depot or to consignees, movements into or out of private parktainers, and container movements between depots. "We hope to improve that to 2 000," he promises.

Staff at City Deep will be increased, he says. At the moment there are 407 drivers. "We still have 150 vacancies, but we have 45 new drivers who have done their technical training and are now doing their practical. A further 75 are in training and we're trying to recruit more."

Van Collier asks firms to accept deliveries after hours, especially over the coming long weekend. This will minimise the risk of further build ups.

"We will be prepared to effect deliveries if firms are prepared to accept containers. If there's a repetition of what happened over the Easter weekend when 1 500 daily movements trickled down to 300 or even less than 100, the bottleneck will be far worse."

The TCC wants "the SAR to agree without further delay not to oppose any applications for permits by the private sector to have containers moved by road transport from Durban."

Says one importer: "People are screaming for their containers and they're sitting in bloody Durban. We've got to demand that Railways goes public on the extent of the problem. Low key is not the way to handle this."



SAR containers . . . a problem piling up



## Train incident: R300 000 claim

*e. Herald 16/5/81 (269)*  
A R300 000 CLAIM has been made against the South African Railways by the parents of a boy whose brain was damaged after he was allegedly pushed from a moving train, by a conductor, near Mooi River two months ago.

'We have heard nothing further after the claim was lodged', said Mr L Simmons, the Pietermaritzburg legal adviser acting for the boy's father, Mr Alpheus Ndlovu.

Brigadier C Robbertze said that a criminal docket

had been opened and that the incident was still under investigation.

'We are not sure what charges, if any, will be laid. When our investigations are completed we will present the docket to the Chief prosecutor who will then decide whether to prosecute or not and what charge will be laid,' Brigadier Robbertze said.

A friend of the boy, Khanyisile Ziqubu is still in the Edenvale Hospital paralysed from the neck down after the incident.

The boys, who were allegedly pushed from the train, claimed that the official was angry because they did not have enough money to pay their fares.

The public relations officer for SAR Mr Sappie de Vries, confirmed last week that the claim had been lodged.

# Border ro-ro plea for Reef traffic

ROM 18/5/81 (289)

By SIMON WILLSON  
Industrial Reporter

EAST LONDON. — Johannesburg importers could profitably reroute their break-bulk cargo through East London instead of using congested container ports like Durban and Port Elizabeth, says the senior SAR & H executive in East London.

Mr A J Jonker, the Eastern Cape systems manager, said East London's rail routes to the Reef were relatively underused compared with the worsening freight-traffic jams on the Durban line to Johannesburg.

Facilities at the City Deep container depot are now frequently idle awaiting delayed traffic being railed from Durban.

Mr Jonker said: "Johannesburg businesses could make more use of East London, especially as a port of entry. We could unload any kind of break-bulk cargo from vessels here and whip it up to Johannesburg much more quickly than is possible at Durban or Port Elizabeth."

While containerisation has brought speed and efficiency to much of South Africa's trade, the concept is a threat to East London because it attracted trade from the port.

Flanked by Port Elizabeth and Durban — both have fully equipped container facilities — this port faces a serious trade loss through not being able to match the performance of containerised ports.

But another novel concept introduced to make sea trading more efficient has come to East London's rescue, and seems likely to keep it busy for years to come. Roll-on, roll-off (ro-ro) cargo handling has proved suited to East London's facilities and accounts for most of its European trade.

"East London was effectively left in a vacuum when Durban and Port Elizabeth were containerised four years ago," said Mr Hugh Barnes, East London manager for the AFD forwarding agency.

"A lot of traffic from the Reef was simply rerouted from here to the container ports and our trade dropped suddenly."

But in April 1979 the first ro-ro ship called at East London, and since then the port had reoriented its facilities to accommodate ro-ro handling.

A ro-ro ship has a ramp which is lowered to the quay

side and allows access to its decks and holds for road vehicles, trailers and any kind of mobile cargo.

Ro-ro proved so appropriate for East London's facilities that the SAR & H spent R500 000 two years ago on a ro-ro berth. A dockside area was cleared and levelled so that cargo could be stacked for transfer.



# PE promises early container delivery

By SIMON WILLSON  
Industrial Reporter

**PORT ELIZABETH.** — The dockside container terminal in Port Elizabeth is busier than it has been in its four-year history.

But the port's container facilities are working at less than two-thirds of capacity. As container congestion builds up between Johannesburg and Durban, Port Elizabeth freight officials want a bigger share of container traffic to occupy their modern but underused equipment.

Captain C E Bragg, Port Elizabeth container operations manager for Safmarine, says businesses on the Reef need to

be made more aware of Port Elizabeth's spare capacity.

"Some importers on the Reef are prepared to pay the extra inland freight charges (about R110 a container) to import through Port Elizabeth, but many more would do so if they knew about the easier connections we have with the Reef by rail compared with Durban," Captain Bragg says.

Ships from Europe bypass Port Elizabeth to land their Reef-bound containers in Durban.

But forwarding agents report that increasing problems on the congested Durban-Johannesburg railway line are delaying containers landed at Durban.

Captain Bragg says Port Elizabeth has the answer.

"Take a hypothetical case. If a ship lands a container bound for the Reef at Port Elizabeth, and sails on to land another at Durban, our container can be on the Reef a whole day before the one railed from Durban.

"We can rail containers from here to the Reef in about 30 hours. So as our hypothetical container is being unloaded at a depot in Johannesburg, the container in Durban is only being discharged at the dockside with the rail journey still to come.

"Our rail connections, also give us the capability which Durban has in theory — to rail containers direct to importers inland without using depots.

"Durban can't do this because of the rail congestion, but we can."

Port Elizabeth's monthly container throughput is 7 400, but the port's three advanced gantries give it a capacity of 12 500 containers a month. A planned fourth gantry would raise capacity to 16 000 a month.

Port Elizabeth owes much of its container trade to the three major motor manufacturers at

Uitenhage — General Motors, Volkswagen and Ford.

Components and spares for these three companies account for about 2 500 containers a month.

Port Elizabeth container officials expect more trade soon from the expanding Zimbabwe market. The rail route from Port Elizabeth to Zimbabwe passes the Reef's busiest rail yards and goes north via Kazerne.

Port Elizabeth is also well placed to receive a major proportion of South Africa's growing container trade with the Far East and Australia.

# Change mooted in SAR control

THERE would be merits in removing the management of South African Railways from direct ministerial and parliamentary control, the chairman of Wesco Investments, Dr A J J Wessels, said last night.

Speaking at the presentation of the SAR award for transport journalism in Johannesburg he suggested that SAR be placed under a more independent management similar to those of State corporations such as Escom and Iscor.

Although such management would be appointed by the Minister of Transport and be responsible to him, it would provide the SAR with some independence and continuity, and the opportunity to draw people from the private sector with supplementary experience and specialised skills who could contribute to the prestige and management of the organisation.

Dr Wessels said there never had been a better time to consider the matter because the Government was stable, there was efficient management and a staff and work force with faith in management's labour policy, although they would never be entirely satisfied with their wages.

"With the absence of competition, we cannot expect train and internal flight tariffs to be competitive," he said.

But, Dr Wessels said he was convinced that the management of the transport services had a progressive system of cost calculation and cost control.

He added that the efficiency of the transport services could be reflected in the complaints received, and this was where the Press played an important role.

"Any service organisation and especially State service organisations were fortunately hyper-sensitive about the Press and public criticism."

The ordinary complainant did not always know who specifically to complain to and could not easily approach the manager, the Minister or even the Cabinet, Dr Wessels said.

"But when he complained through the Press, he had a measure of anonymity and could easily put his case forward."

"A responsible Press could play an important role in reducing shortcomings by bringing them to the attention of the manager, the Minister or the Cabinet," he said. — Sapa



# R64-million line steams into service

By **ARNOLD DAVID**

A R64-MILLION railway line that will enable export traffic from the north to bypass the Reef on its way to Natal's export harbours was taken into service on May 1.

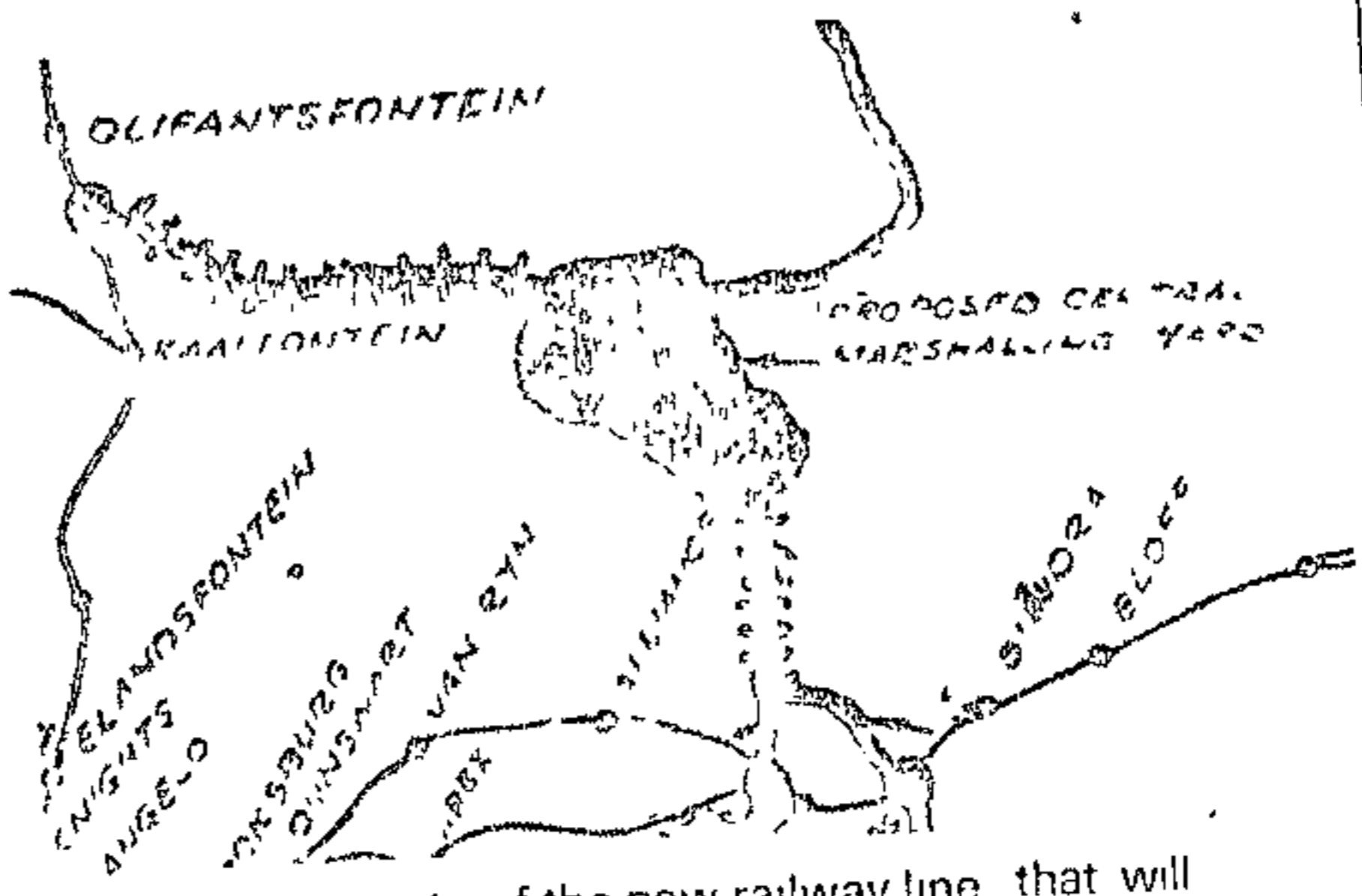
It branches off from the Pretoria-Germiston line at Olifantsfontein and sweeps through the R400-million marshalling yard being built at Rapsfontein - which South African Railways has decided to name Transrand - and flows on to Welgedag, a suburb of Springs on the East Rand.

From Welgedag traffic will be moved on to the Johannesburg-Durban line at Kavadale over an exit line through Struisfontein, Dunnottar and Nigel.

This is part of SAR's efforts to eliminate transit traffic from the Reef's rail system.

• A line is also being built to link Welgedag with Glenroy, also on the Johannesburg-Durban line. This line is due for completion in December 1982 and is being built at a cost of R56-million.

• A line to enable traffic from the north to bypass Pretoria is being built at a cost of R144-million and is due for completion in 1984. This line leaves the Pretoria-Rustenburg line at De Wildt, crosses the Pretoria-Pietersburg line near Bon Accord, then sweeps south to cross the line from Pretoria to Witbank



• The route of the new railway line that will speed up traffic to Natal

and Nelspruit at Greenview and then goes into Transrand.

• A line to link Vereeniging with Glenroy on the Natal line, has just been started.

• Later, a line will be built to link Millsite, between Krugersdorp and Randfontein on the West Rand with Daleside, on the line being built between Vereeniging and Glenroy.

All these lines form part of the planning for Transrand, which was originally due to be completed in December next year but which will probably come into service in September of next year.

By speeding its construction by three months, SAR estimates it will save nearly R10-million in operating costs.

Helmut Hagen, SAR's chief

superintendent (planning) said the line commissioned on May 1 had considerably speeded up transit traffic from the North on its way to Natal.

It had also eased the burden on the Germiston marshalling yards and had so speeded up all other traffic that still had to pass through Germiston.

Increased coal traffic has traditionally caused a burden on the rail system during winter. The loads this winter would be immense and it was doubtful whether SAR would have been able to cope had it not been for the new Olifantsfontein-Welgedag line.

Traffic from Zambia, Zaire and Zimbabwe had been increasing steadily for years as the harbours of Dar-es-Salaam and Beira fell further behind.

Increased industrial and agricultural production in our North is exported through Natal's harbours or is finding markets in Natal.

# NEW RAIL LINES

## TO BYPASS REEF

S. Tribune  
24/5/81  
By DAVID PINCUS

269

THE flow of rail traffic to Durban from the north, including Zimbabwe, is being accelerated by construction of new lines which bypass the Reef.

A new R64-million line came into service this month. It leaves the Pretoria-Germiston line at Olifantsfontein and sweeps through Bapsfontein — where the new R400-million marshalling yard due for completion next year is being built — to Welgedag which is a suburb of Springs, then on to Kavadale on the Johannesburg-Durban mainline.

Another line, which will shorten the journey even more, is being built at a cost of R56-million. This sum does not include the purchase of the ground — from Welgedag to Glenroy, also on the Natal line.

A line to bypass Pretoria is being built from De Wildt on the Pretoria-Rustenburg line, through Greenview, about 20 km east of Pretoria on the Koedoespoort-Witbank line, to Bapsfontein. This line will cost R144-million to build and is scheduled for completion in 1984.

A line to link Glenroy with Vereeniging has just been started and there are plans to build a line to link Millsite on the West Rand, between Krugersdorp and Randfontein, with Daleside on the Glenroy-Vereeniging line, when it is built.

Helmut Hagen, the SAR's chief superintendent (planning), said the new lines form part of the giant new Bapsfontein marshalling yard which is due to be commissioned in September next year, three months ahead of schedule.

He said the line that was commissioned on May 1 has speeded up the transit time of export traffic from the north. It has also speeded up all other traffic flowing through Germiston by reducing congestion there.

Prior to its being built, all traffic from the north, including traffic from Zimbabwe, Zambia and Zaire destined for export through the harbours of Natal or the Eastern Cape, had to pass through Germiston.

Pressure of traffic from the north has been increasing steadily. Apart from South Africa's increased traffic from the Northern Transvaal, countries to the north are also sending more exports through its harbours now there is irrefutable proof that Tanzania's harbours cannot cope and Beira, the northern Mozambique harbour, is in a similar position.

The system will also have an enormous additional load to cope with when Iscor's new Grootegeluk mine comes into full production.



For publications obtainable from the Centre for Intergroup Studies, c/o University of Cape Town, Rondebosch, Republic of South Africa, 7700

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OCCASIONAL PAPERS

- No. 1 Afrikaner Nationalism by Prof. (R1,00 post free)
- 2 District Six: A Factual Report in English and Afrikaans (gratis)

According to the general manager of railways, Dr Kobus Loubser, the shortage of technicians, particularly in the electrical, signals and building divisions, was causing serious concern. The shortage of telecommunications and signal technicians stood at about 15%, electrical technicians at 11% and of building technicians up to 33%. Mr Zurich said the shortage would get worse because there was little hope of relief in the medium term. The Post Office, however, could probably relieve their staff shortages by using other race groups in the less skilled areas. The railways had successfully introduced this policy to the extent that there were now more than 20 000 workers of other races doing jobs formerly graded "white". The root problem was the ability of the private sector, in periods of economic growth, to offer Post Office and railway trained technicians higher salaries. "We will just have to live with the problem and adjust as well as we can, for it is certain there is no quick solution to the critical shortage of skilled workers," Mr Zurich said.

by Professor J Degenaar  
District Six: A Factual Report. Available in English and Afrikaans (gratis)

Centre for Intergroup Studies

DR. G. VAN DIE EERSTE TIEN JAAR VAN GROEPSTUDIES (gratis)

DR. VAN DIE SENTRUM VIR INTER-

THIRTE

REPRIN

No. 14

# Threat worsens to SA public services

By GERALD REILLY Pretoria Bureau

THE efficiency of South Africa's transport and communications system is threatened by an increasing shortage of skilled workers, according to railway and Post Office sources. This confirms claims made by senior Government officials that the shortage of skilled manpower -- crippling in some areas -- is endemic throughout the public sector. In State departments alone the shortage is estimated at 17 000. Repeated warnings have been given by the Public Servants' Association of probable service breakdowns and the urgent need for salary improvements. The South African Telecommunications Association this week pleaded for the appointment of a standing committee to give constant attention to the "manpower crisis" in the Post Office. The association warned that unless urgent and drastic steps were taken to improve salaries and benefits of Post Office officials, telecommunications services could not be saved from general inefficiency. Although the recent financial relief was originally well received, it appears that officials are still frustrated because of low salaries. Meanwhile the chairman of the Federal Consultative Council of Railway Staff Associations, Mr Jimmy Zurich, said the position on the railways was not better.

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REQUIRED

# Imagine going to work by underground train

KOM  
269  
30/5/81

Johannesburg's city engineer, Mr Eric Hall, retired from his post yesterday after 41 years in the city council's service. One of the most highly regarded engineers in South Africa, Mr Hall told **City Editor SEAN O'CONNOR** what the future might hold for the country's sprawling metropolis.



Mr Eric Hall, an engineer with a vision

Picture PIERRE OOSTHUISEN

IMAGINE taking a bus ride from your home to the fringe of Johannesburg's congested business area, and then a short underground train to within a few hundred metres of your office

Whether this public transport system will one day become reality for Johannesburg commuters is too early to predict.

But, Johannesburg's retiring city engineer, Mr Eric Hall, disclosed yesterday this broad concept was being investigated by metropolitan planners

In recent years, it has become crystal clear that Johannesburg's metropolitan area is urgently in need of a rapid public transit system. Traffic-snarled freeways and the choked Central Business District (CBD) of Johannesburg are evidence of this dire necessity

It is one of the world's few major metropolitan areas where buses and private cars still play the predominant role in public transport.

The growing anxiety over a future solution to Johannesburg's dilemma has given rise

on several occasions to alternative transport schemes which eventually proved to be impractical, or unacceptable to the public at large

These schemes — which included massive motorways and underground tube networks — often slipped into the public arena, then disappeared from sight as engineers struggled to come up with more suitable solutions.

So it is understandable that Mr Hall — retiring at the end of this month after 41 years in the council service, and nearly six years as city engineer — stressed that metropolitan planners were merely probing the broad concept of the combined bus and underground transit strategy. And he emphasised that this is just one of the concepts being examined

But for other reasons, his disclosure is encouraging, because it indicates to those following long-term mass transport strategies for the city that Jomet planners are slowly but surely moving closer to a solution

Mr Hall, one of the most highly regarded engineers in South Africa — he is also prominent in international engineering circles — said the city was definitely facing a traffic crisis

One had only to look to the present Uncle Charles intersection, he said. However, plans are going ahead now to build a new R40-million interchange at this southern gateway to Johannesburg

"But once the traffic gets through this area, it is still flowing into an inadequate system in the city," Mr Hall said

"Personally, I believe that a rapid transit system is inevitable. The only question is when"

A system of this kind took from seven to 10 years to become operational from the

time it was given the go-ahead, he said

He believes a rapid transit system would, essentially, serve Johannesburg's congested CBD, which would not be able to cope with increased movement, whether it be car or bus transport

One of the broad strategies being investigated by Jomet planners is a system where buses would bring commuters to a depot or terminus — a carefully designed and undercover "transfer station" — just outside the CBD.

Commuters would then disembark and catch an underground train — or a similar form of rail transport — into the heart of the city, and to a point close to their destination. Mr Hall envisages a one-fare system, so commuters need only pay once for the entire bus/rail journey to or from the city.

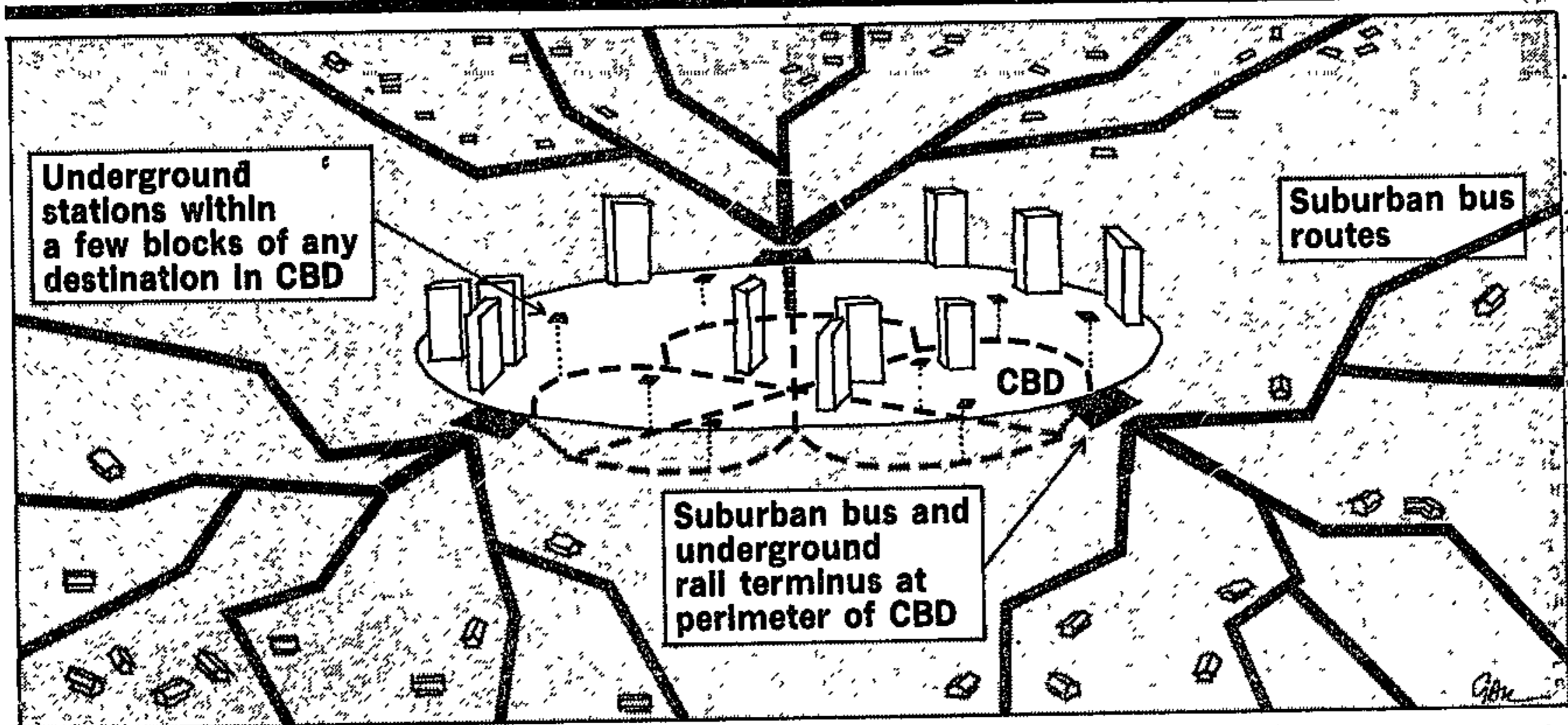
He believes the overall system would have to provide good distribution in the city, with a series of stations probably interlinked with "two to three lines in general"

Ideally, it would have to be a high frequency service running throughout the day, and not just at peak hours, so commuters would not have to wait for long periods

Mr Hall said he believed any rapid transit system for Johannesburg would have to go underground. "Putting it above ground would be an environmental disaster"

Giving an example to illustrate the overall concept, Mr Hall said a bus from Rosebank would have a terminus just north of the city centre. Commuters could catch the underground train into the centre of town, and if there were passengers wanting to go on to Jeppe, they could switch to another train departing for a terminus





A public transport scheme is presently being considered — linking suburban bus services at the fringe of Johannesburg's CBD to a rail system under the congested city centre.

Diagram GAIL IRWIN

situated on the eastern boundary of the city centre.

Turning to the future of local administration in South Africa, Mr Hall said he believed there would have to be a change in the structure of local government.

He feels the administration of the metropolitan area should not be divided, as it presently is, between the different local authorities, such as the Johannesburg City Council, the Randburg Town Council and others. Instead, he believes the development of the metropolitan area should fall under an overall management.

Sydney, he said, had about 56 local authorities within its metropolitan area, but that a Metropolitan Board of Works made the decisions for the whole area.

"For the prosperity of our central metropolitan area, it has to come under a metropolitan form of government, with more extensive powers than any that local authorities have. At present, there is no overall management."

He cited the present local government structure as the fundamental reason why he had decided to retire early from the city council service. At 61, Mr Hall has served the required term enabling him to retire from the council, but it would have been possible for him to continue in his post until the age of 65.

He said local governments, or municipalities, did not have the necessary powers to cope with modern-day demands. They also had limited sources of revenue, deriving their small profits from only two main sources — tariffs and rates.

Mr Hall's views on local government finance are fully in line with those expressed throughout South Africa's municipal fraternity.

Early last year, there was deep frustration and disappointment in municipal circles when the Browne Committee set up to probe the financing of local authorities recommended not a single significant alternative source of revenue for local government.

And it is common knowledge that municipalities today, particularly the larger ones, are hard-pressed to meet their financial requirements.

Mr Hall believes, though, that an autonomous metropolitan authority would be in a position to raise its own sources of revenue.

He said the availability of water would be a key factor in the development of the metropolitan area, and "quite clearly, one authority (metropolitan) with powers to act and raise sources of revenue, will be essential for the management of the water supply in this area".

The supply of water could be

integrated with the re-use of water to ensure adequate supplies for the metropolitan area, he said.

Under a new metropolitan system of administration, a charge could be imposed for water, made up from a levy for its supply, and also from the costs of repurifying the water after it had been used.

As an example, the Johannesburg City Council paid the Rand Water Board for the supply of water in bulk, with the council levying a charge for the storage of water and its distribution. The council also had to cover the charges of collecting and purifying water.

"These costs could all be brought together, with the consumer paying one charge for water usage."

Land-use planning would be another important field to be affected by the introduction of a metropolitan government. The Province, which ultimately makes decisions on the planning recommendations submitted by local authorities, tried to take an overall view of planning needs, he said, but it was too far removed to do this.

"But a metropolitan authority could determine the need," Mr Hall said.

And dealing with the present situation facing transport planning in the Transvaal, Mr Hall said this was in essence the responsibility of the Adminis-

trator, who in turn appointed the core city (which is Johannesburg for the central metropolitan area) to carry out the planning.

The law made provision for the establishment of a metropolitan advisory board, which had "no teeth, or powers to control finances".

"We need an authority with autonomy and its own sources of revenue," he said.

Mr Hall, who is strongly in favour of public participation in general planning, said yesterday he believed that an authority should "plan with the people".

"I believe any major plan which has vital consequences for the future of an area, must be a plan which is OUR plan. The public must be as much part of the plan as the planners."

"It is not easy to ensure the public is properly involved, and we lack experience in how to go about it as planners, but I think we are learning fast," he added.

Mr Hall will be joining a firm of engineering consultants in July, and will pursue at least two of his special interests — water purification and the conservation of the environment in engineering works.

"I believe I still have much I can do."

# New R7m S. Times 31/5/81 freezing plant

269

By Tony Hudson

SOUTH African Railways is to spend more than R7-million on developing one of the most sophisticated fruit-container depots in the world.

Fruit exports, which earn more than R200-million a year in foreign exchange, are already being cooled at most major ports, but the shortage of space has led to the decision to construct a major terminal capable of taking 500 containers at a time in Cape Town.

The Railways has now taken the decision to construct a major terminal in Cape Town and has awarded the contract to Hall-Therom-tank for the design, supply and construction of what is believed to be the world's most sophisticated refrigeration plants.

The first stage of the operation will precool and store 500 containers at the Cape Town terminal, and is expected to be operational in about 18 months.



# Jobus system aims at better public transport

By Deon Delpont  
Municipal Reporter

An improved public transport system, integrating Randburg and northwest Johannesburg into the network and providing more buses and new shopping services, will be launched later this month.

The Jobus service, operated by the Johannesburg Transport Department, is expected to save money, time and effort and is regarded as an important demonstration project of the National Transport Commission.

Other improvements will include wider coverage of the area, better school services and detailed timetable leaflets for each route.

## CONNECT

The brand-new bus network has been designed to encourage car drivers to drive as far as convenient to bus routes, park their cars and use buses to get to town.

Two areas in the network, Hendrik Verwoerd Drive opposite the Mall and First Street, Linden, have been planned for car users to connect with frequent services to a range of destinations.

The recently announced bus fare increases for Johannesburg included plans for a uniform tariff for all adults, children and scholars using Johannesburg Transport Department buses in the metropolitan area, including Randburg and Bedfordview.

The new fares will only become effective after approval by the Local Road Transportation Board, a process which is expected to take two to three months.

## RANDBURG

A tariff for a fifth zone has been introduced because of the extension

of bus services to outlying areas in Randburg

The Randburg Town Council has requested that passengers travelling from Randburg to zone 2 or 3 be permitted to pay the ordinary fares applicable within Johannesburg.

According to a Johannesburg Transport Department report; "The cash fare for the internal off-peak services within Randburg remains at 20 cents for adults and 10 cents for children. Any losses incurred in the operation of services to and within Randburg will be made good by the Randburg Town Council"

# Private firms' bid to collect containers

4/16/81 STWK  
269

With congestion at the City Deep container terminal still at crisis level, a plea has gone out to the railways to give private enterprise access to the terminal to take delivery of their own containers.

The appeal comes from the chairman of the Johannesburg Forwarding Agents Association (surface division), Mr Pat Henegan, after the failure of moves to alleviate the congestion at the terminal over the long holiday weekend.

"The railways will not get on top of the situation until they allow private enterprise to take delivery of their own containers without the SAR coming into the picture," he said after a visit to the terminal yesterday when he had discussions with officials.

"We need something like the facilities granted under licence to private enterprise in Durban harbour. We have access to the SA Container Depot at City Deep but we are not allowed into the rail-

way terminal." The crisis over congestion at the terminal arose following a computer breakdown and the failure of railway drivers to return to work from the homelands after the Easter holidays.

In a bid to alleviate the situation, the SAR granted certain concessions to importers if they took delivery of their containers after hours and over the long weekend.

But only 96 companies responded to the offer and had their containers delivered over the holiday weekend.

"There are 77 clearing agents operating in Johannesburg, each with about 500 clients. This makes the response a mere drop in the ocean."

With 2,000 containers expected to be offloaded in the next few days, he estimates there are 6,600 containers in the pipeline between Durban harbour and Johannesburg.

The computer was still down yesterday and another 54 drivers — nearly half the full complement of 125 drivers — failed to report for duty.

Mr Henegan says candidates are being trained at the railways' drivers' school to replace those who failed to return to work.

Mr F C Stoop, the railways container terminal manager, was not available for comment.

MERVYN HARRIS.



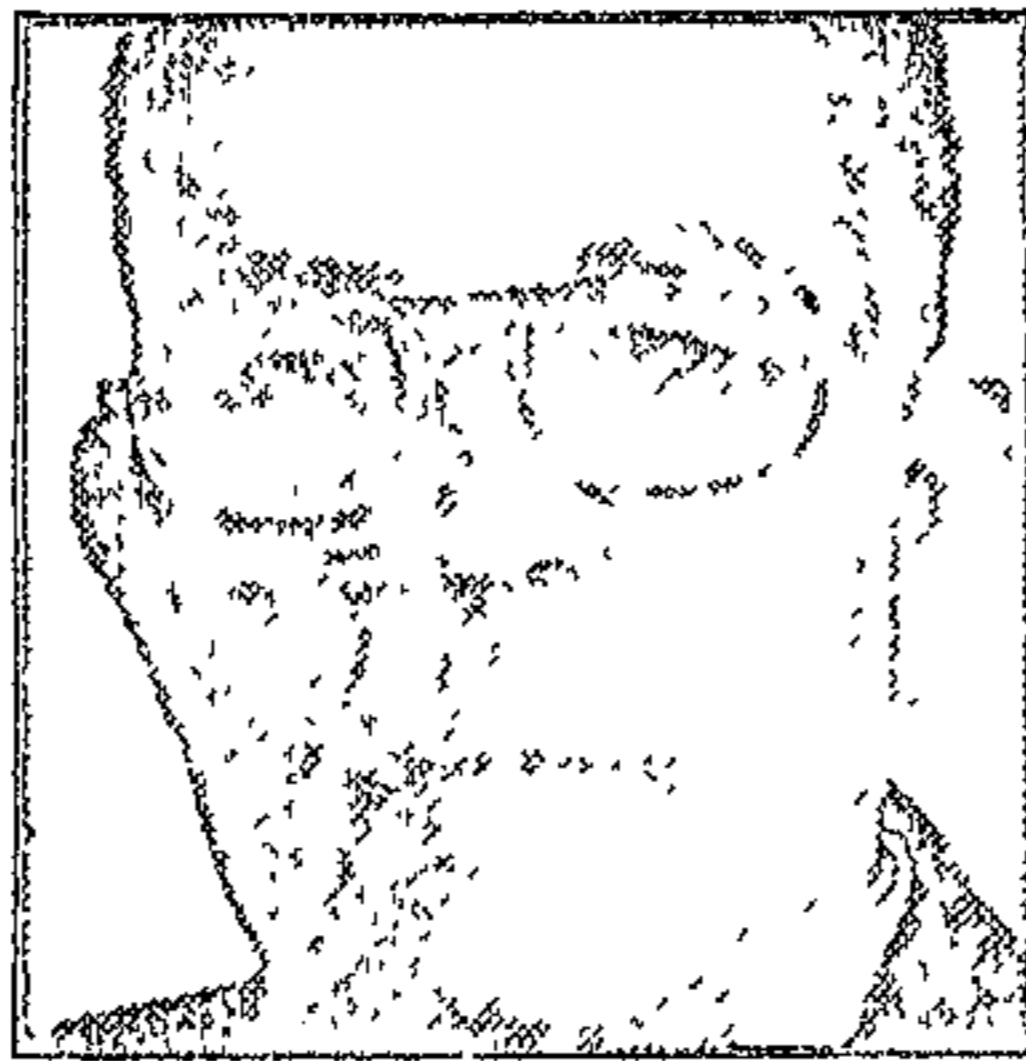
# WE'LL

269 10/6/81

# FLY

# YOUR

# WAY!



SAA's Frans Swarts . . . placating businessmen

## SAA promises better service in face of boycott threat

By TICKS CHETTY

TOP SAA executives took a brow-beating from angry business leaders this week but managed to defuse a growing revolt over the airline's internal services by admitting their mistakes and promising a slicker, all-smiles services.

At a closed door meeting in Durban they pledged to do better by providing more flights with more aircraft, adjusting schedules to meet demands, examining the possibility of cutting fares by scrapping meals on some flights, and by improving communications and relationships with passengers.

Earlier top company executives had slammed SAA's internal service as one of worst and most expensive in the world and some also threatened to boycott SAA on its overseas routes if the airline did not improve its internal service.

They maintained the internal service was poorly run mainly because of SAA's monopoly of the country's air transport business.

An alarmed SAA flew a delegation to Durban, including Mr Frans Swarts — deputy chief executive, Mr Tienie Willemse — director of marketing and Mr Peter du Plessis, director of planning. They faced representatives of the Chamber of Industries, Durban Chamber of Commerce and the Sakekamer.

The businessmen told the SAA delegation flight delays on the internal services were costing companies in time and money.

They also asked the delegation to improve facilities at Durban's Louis

Botha Airport, are to make more flights available during school holidays.

Mr John McCarthy, president of the Durban Chamber of Commerce, said after the meeting they also told the SAA men not to give preferential treatment to VIPs, such as cabinet ministers.

He said some members felt that flights were sometimes delayed because of the late arrival of VIPs, such as cabinet ministers, at airports, but SAA denied that his happened.

Mr Willemse for SAA said: "We admit we have a communications problem with our passengers both at airports and on aircrafts."

"The Department of Transport is responsible for the control of airports and we are holding discussions with them now to try to improve things there."

Mr Willemse said SAA was also considering providing incentives to holidaymakers to en-

SALDRU/SAMST

CONFERENCE ON THE ECONOMICS OF HEALTH CARE IN SOUTHERN AFRICA

SEPTEMBER 1978

ACTION OF A COMMUNITY OBSTETRIC PROGRAMME IN

THE DURBAN AREA

by

DR S.M. ROSS

Ms. M. Maswego

Ms. L. Moja

Paper No.4.

businessmen.

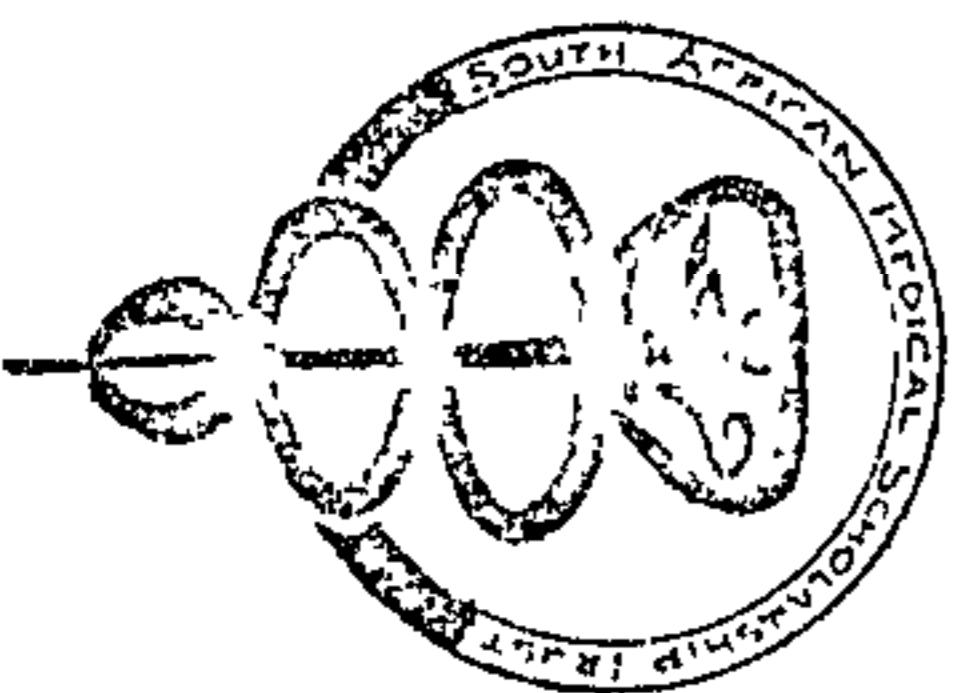
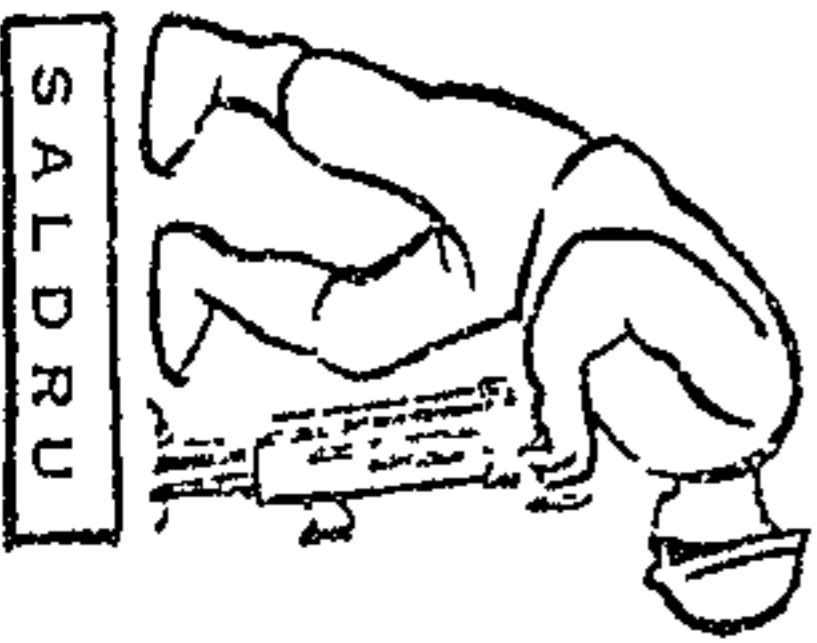
SAA would also adjust the summer timetable to provide more flights at peak hours. The Durban-Johannesburg run was also expected to improve once the 13 new 737s and two new airbuses were put into operation over the next year, starting in July.

He said they would also look into the requests by some businessmen to discontinue meals on the Durban-Johannesburg and Johannesburg-Durban flights with a view to reducing the fares.

The Natal businessmen, who aired their complaints against SAA in a report in the Sunday Tribune three weeks ago, said this week that they had decided against a boycott of SAA on its overseas routes — where the airline had competition — because of the positive response they had from SAA to their complaints.

Mr Bill Stewart, managing director of the American-based Carnation company and one of the businessmen who complained bitterly recently about SAA's internal service, said he felt encouraged by SAA's positive response to their complaints.

"Some companies were seriously considering not to support SAA in its overseas routes because of their dissatisfaction over SAA's internal service. But of course, the kind of response we got from SAA changes things," he said.





# Harrowing experience for blacks on train No 0062

By SELLO RABOTATHA

TRAIN No 0062 from Springs to Randfontein, which leaves Dunswart station at 7.15 am is a pain in the neck say commuters.

The train, which usually has two first class coaches for blacks, yesterday only had one and to add salt to injury, it only had one door for commuters to use.

Angry commuters at the Dunswart station, who could not board the train because it was already packed, realising that they would be late for work, stormed into the next coach which had about 18 comfortably seated whites. There were about seven other half empty "white" coaches.

This scribe also followed suit and perched himself next to an obviously surprised commuter. The "invasion" did not last very long as the white ticket examiner came up and ordered us back to the blacks' coach. No amount of explaining could convince the man that there was no way that we could all be accommodated in a single coach.

At the Boksburg East station, the train stopped for an unusually long time, and as we were still wondering what was happening the white ticket examiner came in with a burly colleague who told us to get the 'bl...hell' out of the

coach. A black woman told the examiner that he should rather call the police because then commuters would have better explanations to give to employers.

After he had been told to get the police, the examiner left the matter at that until the train reached Germiston station where a police reception was waiting for us. Every black was ordered out of the coach and told to either get into the third class coach, which would have been uncomfortable to sardines, or force into the single, overcrowded first class coach.

Needless to say, most commuters were left behind at Germiston station as they could not get into any of the "black coaches". As for me, to avoid the wrath of my news-editor, I had one of the most uncomfortable journeys to work as I hung on the door of the train — frozen

Mr JC van Rooyen, the South African Railways Pro, said that yesterday's incident occurred as the train scheduled at that time was not available and another had to be substituted and it unfortunately had less coaches.

Mr van Rooyen said: "What happened yesterday was really unfortunate because we also have to conform to the laws of this country. When the examiner told the people to get out of the coach, he was merely following the country's set-up. But then the matter will be looked into and we promise not to have such a situation again."

# BOTHA IS CONCERNED ABOUT THE VERKRAMPT GRIP ON S.A.B.C.

Tribune Reporter

THE Prime Minister, P. W. Botha, this week met with Professor Wynand Mouton, chairman of the SABC board of control, to spell out Government concern over resistance in the corporation to the reform policies.

The meeting was also attended by the Minister of Foreign Affairs, Mr Pik Botha, who is responsible for the SABC.

It is believed that Prof Mouton was told by the Prime Minister that he did not believe the job could effectively be carried out in a part-time capacity. At present Prof Mouton is also rector of the University of the Orange Free State, which

has just renominated him for another five-year term.

Prof Mouton was told he either had to take the job full-time and move to Johannesburg, or resign. Apparently the Government has already decided on a successor to Prof Mouton if he decides to step down.

Among the possible successors are Justice Tienie Steyn, the chairman of the commission of inquiry into the mass media, and Ton Vosloo, the editor of the Nationalist daily Beeld.

The Prime Minister is believed to have spelt out

his concern that since Prof Mouton had taken over the verkrampste establishment, dating from the days of Piet Meyer, had become further entrenched.

He apparently feels that the SABC has shown very little support for the reformist policies of the Government and that a firm hand is now needed to slot the corporation more effectively into the "total strategy."

National Party sources claim part of Prof Mouton's indecision is differences in outlook between him and Mr Pik Botha.

Mr Botha is supposedly in favour of bringing the corporation under the direct and full control of his department, whereas Prof Mouton is determined to retain the little autonomy the corporation has.

Mr Botha is also sceptical whether an academic is the suitable person to break the grip of the verkrampstes. He is thought to favour a person with a more clearly "political" background.

Prof Mouton said yesterday the only comment he could make at this stage was to say he had still not decided. He has until June 22 to inform the university of his decision.

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## SAR order

The 50 c/s group, comprising the European companies AEG-Telefunken, Alsthom-Atlantique, ACEC, Brown Boveri & Cie, Societe MTE and Siemens, has been awarded a further order worth R10-million, for 40 class 7E2 locomotives, bringing the total number of class 7E locomotives on order from this consortium by South African Railways and Harbours to 165 with 100 already delivered.

# Congestion at City Deep now '10 times worse'

By Mervyn Harris

Congestion at the City Deep container terminal will come under discussion at the Transvaal regional congress of Chambers of Commerce which opened in Sandton today.

The Johannesburg Chamber of Commerce has tabled a motion urging the Minister of Transport to institute an in-depth investigation into the entire container operation to identify those aspects of the present system which contribute to congestion.

It wants the findings and recommendations to be made public and acted upon as a matter of urgency.

### FRUSTRATED

The discussion comes at a time when angry and frustrated importers and forwarding agents say congestion at the railway terminal is "10 times worse" than over the long Republic Day and Easter weekends when it reached crisis levels.

Mr Pat Henegan, chairman of the Johannesburg Forwarding Agents' Association, (surface division), told The Star today: "The situation has got so serious that the Minister of Transport should be approached about the matter.

"We cannot get our hands on containers going back to April. Importers

are jamming the switchboards of forwarding agents asking for their goods.

"It is a most frustrating situation," he said.

Mr C P van Coller, the SA Railways assistant general manager (commercial), has been holding discussions with various bodies this week and will report on latest developments at the congress today.

Another resolution at the congress calls for an amendment to the Income Tax Act to increase the qualifying portion of relief from the present 50 percent to 100 percent of expenditure incurred on workers' housing up to R4 000.

### SYMPOSIUM

The congress will be opened by the Minister of Education and Training, Mr F Hartzenberg. Other speakers will include Dr H J Reynders, chairman of the National Manpower Commission, who will give a progress report on the commission.

The afternoon session will be devoted to a symposium on small business in South Africa.

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# SAR may double cartage charges

By SIMON WILLSON  
Industrial Reporter

CARTAGE charges levied by the South African Railways for delivering containers in the PWV area could be doubled later this year if a plan now being studied by SAR is approved.

No decision has yet been reached, but Mr Carel van Collier, assistant general manager of SAR's commercial section, told the Transvaal regional congress of the Association of Chambers of Commerce (As-socom) in Johannesburg yesterday that a doubling of existing SAR cartage charges was under serious consideration.

"We are considering this possibility because we have been told that private-sector hauliers could not make any deliveries outside normal working hours for the prices SAR is charging," Mr Van Collier said.

He was speaking during a debate on the question of container congestion, in response to proposals from the Johannesburg Chamber of Commerce (JCC) to deal with the worsening congestion at the City Deep rail terminal.

Mr Van Collier flatly excluded the possibility, called for by the JCC, of allowing private hauliers access to the congested SAR container terminal at City Deep to help with the dispatch of the accumulated containers.

"We will never allow the private sector into City Deep and we have very good reasons for that which I can't mention to you," he said.

He listed the existing charges for SAR container de-

livery, and specified the new charges if the SAR plan to double charges was implemented.

The R60 charged for delivering a six-metre container within the standard PWV radius would become R120, and the 20% rebate for night-time delivery (reducing the charge to R48) would become a 15% rebate on the R120 (a charge of R96)

The delivery charge to a receiver unpacking his own container (now R40 after a 33% rebate on the R60 charge) would be unchanged at R40, even after the doubling of other charges, Mr Van Collier said.

SAR was also considering the levy of a further, unspecified premium on receivers who could only accept container delivery at certain times of day, he said.

Mr Van Collier gave a grim summary of the worsening container congestion at SAR's City Deep terminal in the first five months of this year.

He said the position was "catastrophic" and still deteriorating, and that the Railways were taking "emergency measures" to deal with it.

Before the first public holiday in April, 2 282 containers were in the pipeline (stacked in terminals or on rail trucks in portside and inland sidings) between Durban and Johannesburg.

But ever since that time the position had deteriorated.

By the end of April the backlog had swelled to 4 875 containers and at the end of May 5 550 containers were stalled in the Natal-Transvaal rail

system.

Meanwhile, Mr Van Collier said, container deliveries by the railways over the public holidays had suffered.

During the three days of the first public holiday in April, SAR had delivered 389 containers. During the second public holiday, only 145 containers had been delivered.

In the 5-day long weekend last month, 363 containers had been delivered.

Mr Van Collier was despairing about the attitude of container receivers.

"Even in the pre-containerisation days at Kazerne people didn't respond to appeals to take deliveries after hours. How little has changed since then.

"Because of the Easter weekend special efforts were made to clear congestion by approaching the users (about after-hours delivery). They were all earnestly requested to do something about it but nothing was done.

"You can't eliminate a backlog if you bring containers into a terminal seven days a week and only deliver them on five days a week," Mr Van Collier said.

He admitted there were problems with SAR administration of its container operations. The computerised container management system was new and it failed occasionally. There was also a shortage of qualified computer operators.

There were vacancies in all clerical grades at City Deep, and train-driver absenteeism was running at between 5% and 12%.

10/11/71

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definition a professional is really just the opposite of an amateur or a volunteer. Anyone who remains in one occupation and earns his living from it is a professional. Thus we have professional plumbers, professional footballers, professional politicians and even professional patients. If we accept this definition then anyone who earns his living as part of the health care system is a health

professional. This includes not only the ambulance drivers, but also the clerks the many employees of the pharmaceutical I find the term health professional is wiser to call all those who work in health care system health care workers

What effects do health care workers have

By definition health care workers work system. The health care system itself to maintain and improve the health of individuals who make up society. But workers define certain limited objectives such as prolonging lives, and the extent to which they achieve these objectives is a measure of what I would call their visible success or failure. But health workers may also have other effects, quite unrelated to their objectives, and these effects, though much less visible than the others, must also be taken into account.

There is no doubt that the health care system in South Africa allows health care workers such as doctors to help individuals when they are sick. Curative medicine is practised quite effectively. A man with pneumonia can be given penicillin injections and can be helped to recover. Last year 4000 children with gastroenteritis were admitted to the "drip room" at Baragwanath. For the vast majority of them their admission

This meant that the 850 Reef firms which regularly used containers to import goods were currently sharing a bill of R11-million in interest and service charges for every 20 days their goods stayed in containers on railway lines.

"You can't compel the Reef's businesses to work at night and over weekends just to receive their containerised cargo," Mr Cowell said.

"Already 203 Reef firms have agreed to receive containers after hours, which is pretty good going.

"But there are some businesses that, by their very nature, cannot work outside normal business hours. They might

# Container operation 'near collapse'

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19/6/81

By SIMON WILLSON  
Industrial Reporter

INLAND container operation in South Africa was near to collapse and commercial confidence in the present inland container freight system was draining away, the Johannesburg Chamber of Commerce (JCC) said yesterday.

In a motion on container congestion submitted to the Assocom congress, the JCC said a thorough overhaul of the container system was necessary.

"Great frustration and alarm are evident throughout commerce on the Reef. The accretion of costs and the inhibition of trade are most serious," the motion said.

Proposing the motion, Mr Alan Cowell, vice-chairman of Assocom's transport committee, said goods worth R275-million were now stalled in the container backlog in the Durban-Johannesburg rail network.

not be able to bring their staff in, or they might have security systems that cannot accommodate after-hours delivery.

"And anyway, even if they did gear up for work at night or over weekends, what guarantee would they have that SAR could even deliver the containers? They might still be short of train drivers," Mr Cowell said.

The JCC put forward seven proposals to ease the current container congestion:

- Exclude domestic container traffic from City Deep so that it can concentrate on international traffic.
- Set up satellite terminals with LCL (less than container-load) depot facilities in Pretoria, Vereeniging/Vanderbijlpark and the East and West Rand.
- Create properly-equipped stacking areas within each terminal for overstay FCLs (full container loads) to avoid congesting LCL depots.
- Establish, with Department of Customs approval, a system of bonded carriers for the movement of urgent containers by road from Durban to Johannesburg.
- Issue, through the National Transport Commission, permanent road transportation permits to these bonded carriers.
- Allow private hauliers access to terminals jointly with SAR's own truck fleet to help with the collection and delivery of FCLs.
- Establish a network of bonded warehouses, approved by Customs, to be commercially run by groupage operators under Customs licences, in which each operator can handle his own traffic.

male South Africans also lead the world in the incidence of coronary artery disease and heart attacks.<sup>10</sup> Malaria, malnutrition and heart attacks are all visible failures of our health care system while heart transplants and the treatment of pneumonia and of gastroenteritis are



# 'Catastrophic' City Deep raises sharp division

sta 19/6/81

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By Mervyn Harris  
Congestion at the City Deep container terminal has cost the Reef at least R11-million since Easter but opinion is sharply divided between SA Railways and businessmen over reasons for the situation which both say is now "catastrophic."

This emerged when the issue was debated at the Transvaal regional congress of Chambers of Commerce in Sandton yesterday. Delegates to the congress called for an overhaul of the system and passed a motion urging the Minister of Transport to institute an in-depth investigation into the entire container operation.

## HOLIDAYS

However, Mr C P van Collier, the SA Railways assistant general manager (commercial), threw the ball back into their court by blaming businessmen for not co-operating in taking delivery of containers over the long holiday weekends.

"There is no way we can eliminate bottlenecks if we bring in containers seven days a week and only deliver five days a week," he said.

The SAR was now considering the possibility of doubling the charge for the delivery of containers from the present R60 to R120.

Reductions would be given to people who took delivery of containers outside normal hours while those who placed restrictions on the railways by asking for delivery in normal work hours would have to pay a premium.

Mr Van Collier said it was the duty of all organisations to bring home to the receiver of containers the importance of accepting containers outside normal working hours.

Container movements over the past few months had been at a relatively consistent level. At the end of March the position was fairly normal and satisfactory.

## WORSENER

Containers in the pipeline from Durban to the Reef before the Easter holidays totalled 2 283. By the end of April the position deteriorated to the extent that 4 875 containers were in the pipeline.

The position worsened at the end of May and there were now 5 550 containers in the pipeline.

All efforts to get commerce to help by taking delivery of containers outside normal hours were of no avail. Contributing to the congestion was the changeover of the railways computer system, the fact that the shortage of clerical workers had reached alarming proportions, and driver absenteeism which this week averaged about 10 percent.

Mr Van Collier concluded his reply to the debate. "We will co-operate with the private sector but we will not allow commercial people into the container depot terminal."

He said the railways had good reasons for this but did not elaborate.

Proposing the motion urging in-depth investigation into the container operation, Mr Alan Cowell, a past chairman of the JCC transport committee, said the railways should recognise that public holidays were holidays which were government authorised.

## NARROW GAUGE

"We are not soldiers in the army and the SAR is not our regimental sergeant-major. Commerce and industry are wealth producers and not servants of the railways."

He said the industry was constrained by narrow gauge thinking and planning. These included:

- A single terminal concept on the Reef.
- A single depot for the delivery of LCL containers.
- A single haulage system.
- A single custom-clearing point for imported containers in the PWV area.

## CONSTRAINTS

The Road Transportation Act and Road Board were other constraints. "Why can't we have a much more flexible system?" he asked.

"We have no freedom of choice for the container user and no contingency plans in case of an emergency. The structure and system are being put to the test and, on the Reef, and found wanting." One delegate, however, said that some firms were keeping their containers at the terminal until they needed them even though they had the necessary documents to clear the goods.

# Move on Govt Boeing attacked

DURBAN — A proposal to set aside a Boeing airliner for the use of the State President, the Prime Minister, other Cabinet members and VIPs was strongly condemned yesterday by Mr Ray Swart, MP and the Progressive Federal Party's transport spokesman.

Mr Swart's condemnation follows an announcement by Mr Hendrik Schoeman, Minister of

Transport, that a Boeing was to be set aside for top ranking members of the Government and would have full conference facilities.

Mr Swart said he was amazed "that it was found necessary for a Jumbo aircraft to be placed at the disposal of the State President, Prime Minister and the Cabinet.

"What are they going to do

with it? Are they planning to have National Party stryddaes or party congresses in the clouds?

"This is another example of the fat-cat image of the National Party which caused concern among the electorate at the last election.

"Obviously the Nationalists haven't learnt their lesson," he said — Sapa.



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"Obviously the Nationalists haven't learnt their lesson," he said. — Sapa.

The pattern of utilization of Divisional Council Clinics in

patients had previously visited G.P.'s, these consultations had been reached on to hospitals and clinics were more than usually by bus or train. At Masana en to a G.P., 14% to an indigenous healer.

ly apparent in that responses in the matter of health care seemed quite unreliable, and more use of these alternatives. Indeed, a previous record choice of facility. The difference

at available for Charles Johnson and Holy th at Masana and still more at Mt Coke, extremely long waits in the outpatients 71% respectively had been waiting longer may be due to transport difficulties of arrivals as well as excessive pressure inability to adapt existing resources.

The other rural hospitals had fewer patients coming from close or less than 7 kms) than either McCords or Holy Cross. (65%) of patients came by bus, most of these taking less than an hour in travel. Masana there was far greater use of private cars, travel

In both cases, however, the majority of journeys were by public transport. Travel costs appeared lower at McCords since 32% came in transport owned by them, or their friends, relatives or employers.

Travel distances and costs were far lower at Umlazi and the Day Hospitals; a large majority of patients (50-77%) lived near enough to walk. Public transport being available cheaply in urban areas, 95% of Day Hospital patients and 92% of those at Umlazi spent less than 40c on travel (one way), and correspondingly less time. In most cases, those living more than an hour away would have been closer to another similar facility. The relative density of services in these two urban areas therefore reduced travel costs.

There was a marked difference in waiting time between clinics and Day Hospitals on the one hand and hospitals on the other. The average waiting time at Groote Schuur was nearly 4 hours, that for the Day hospitals just 2 hours. In McCords the modal waiting time was 2-3 hours while at Umlazi only 33% of the patients had to wait longer than 2 hours. It would seem that with the provision of more plentiful accessible facilities the pressure on the services is relieved, with lower cost to the patient. This is perhaps some indication that the demand for a particular type of health service is not infinitely expandable at a low price; though clearly some of the demand for curative service is still channelled to private practitioners and hospitals.

### Access in Rural Areas

Holy Cross was the least accessible of the four rural hospitals studied; it is far from a tarred road, public transport is relatively scarce; the land is hilly and divided by river valleys. A larger proportion of patients arrived on foot than at any other hospital, though they travelled the shortest distance on average (60% less than 7 km) their travel times were longer — the modal group took 2 hours and 33% took more. This corresponds more to the pattern of utilization of Botswana facilities than other South African hospitals.

# Not a good ad for SAA

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2/6/81

By RICHARD WALKER  
New York

SOUTH African Airways has refused to pay R148 for an advertisement that a United Nations body published in bold defiance of the UN's anti-apartheid establishment.

The SAA ad, featuring a smiling beauty, appears in the current membership directory of the UN Correspondents Association — despite a heated protest from anti-apartheid committee chairman Bakporode Clark.

The association's executive committee, made up of journalists from all the world's political blocs, met privately to consider the Clark challenge.

## Rebuff

It voted a crushing rebuff — declining even to discuss the issue with him.

SAA's pitch was duly inserted in the heart of the 1981 directory, assuring the unique readership of global diplomats and international organisation executives that "in South Africa, your welcome is as warm as the sunshine".

But now the association has received a brusque letter from SAA's advertising agents refusing to pay for the hard-won spot.

It had not been properly ordered and the text material was not up to date, they claimed.

"However, should you wish to approach us in good time before next year's edition, we would be happy to consider advertising again," agency vice-president Derek Hewitt wrote.

"It is extraordinary and distressing, particularly after what we did for them," said association president David Horowitz, of the World Union Press. Mr Horowitz also writes for the Jewish Press in South Africa.

Another Unca executive described the SAA stance as "nuts".



# Clogged transport

By NORMAN CHANDLER

BECAUSE goods cannot get through, due to the lack of transport routes to the rest of Africa, South African trade was hit in the first quarter of this year.

Trade with the rest of the world — especially with Africa, said to be the top developing market — dropped by a significant 16 percent, according to figures released this week.

It is the first time in several years that trade has declined, as shown by statistics compiled by the Department of Customs and Excise.

The biggest shock has been in South Africa's trade with Africa.

The South African Foreign Trade Organisation's expert on African trade, Miss Sally Gallagher, says the reasons behind the decline are lack of transport routes.

"I do not believe there is any lessening of trade between South Africa and Africa — it is only because goods cannot get through that our export figures have shown such a sharp drop.

"Something is going to have to be done — and done quickly — if South Africa wants to maintain the momentum in Africa.

"The routes through Zimbabwe — both rail and road — are clogged. As a result, Zimbabwe has had to turn to Beira, in Mozambique, in order to get its imports," she said.

routes to  
Africa  
hit trade

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Miss Gallagher estimated that 30 percent of Zimbabwe's imports were now coming through the northern Mozambique port.

It was only last December that Sifto told its members in the monthly publication *Export Trends* that growth in exports to Africa continued to dominate the market picture.

Experts now believe that the Government would have "got the message" from the latest figures that trade routes needed to be kept clear.

South African trade with Europe showed a six percent drop for the January 1 to March 31 period, while there was a 15 percent cut in trade with the Americas.

There is also a drop in trade with Asia (four percent) and with Oceania — which includes New Zealand and Australia — where the figure is six percent.

## Recession

The fall-off in trade with countries other than those in Africa was blamed on world recession, although it appeared the contribution of merchandise exports to the overall trade statistics had remained about the same as in previous quarterly figures.

Ships and aircraft stores (seven percent), unclassified goods (23 percent), and total merchandise (eight percent) all showed a decline.

With the other figures added, it meant trade was down 16 percent for the three months.

South Africa's total exports for the period came to R5 760,3-million.

However, the vital fresh produce and machinery and equipment sections increased by 11 percent, continuing a trend noticeable for some time, experts said.

# Goods pile up as backlog hits the SAR

By MARJA TUIT

THOUSANDS of containers carrying goods worth millions of rands are piling up at railway terminals because the South African Railways cannot cope with the flood of merchandise being imported.

Mr Carel van Coller, assistant general manager of the SAR's commercial section said yesterday "great problems" were experienced and a critical situation had developed.

The container backlog had existed since the beginning of April. The public holidays were one of the causes of the backlog.

Mr Van Coller said the backlog could not be eliminated if containers were brought into the terminals seven days a week and only delivered on five days a week.

Firms would have to wait for deliveries. The SAR was taking emergency measures by training extra drivers and ordering more transport vehicles but the drivers and trucks were not the main problem.

He said it did not help to blame the private sector or the Railways.

The problem would only be solved if there was complete co-operation between the private sector and the SAR.

Before the first public holiday in April, 2 282 containers were in the pipeline, stacked in terminals or on rail trucks in portside and inland sidings between Durban and Johannesburg.

Since then, the position had deteriorated and by the end of

April the backlog had swelled to 4 875 containers. At the end of May, 5 550 containers were in the Natal-Transvaal rail system.

During the three days of the first public holiday in April, the SAR had delivered 389 containers but only 145 containers had been delivered during the second holiday.

In the five-day long weekend last month, 363 containers had been delivered and there had been 19 working days in May.

Mr Van Coller said people did not respond to appeals to take deliveries after hours.

There were also problems with the SAR administration because the computerised container management was new and occasionally failed.

In a motion on container congestion submitted to the Transvaal regional congress of the Association of Chambers of Commerce (Assocom) last Thursday, the Johannesburg Chamber of Commerce said goods worth R275-million were stalled in a container backlog in the Durban-Johannesburg rail network and the inland container operations in South Africa was near collapse.

The JCC said a complete overhaul of the container system was necessary.

Due to the backlog about 850 Reef firms, which regularly used containers to import goods, were sharing a bill of R11-million in interest and service charges for every 20 days the goods stayed in containers on railway lines.

At the congress, Mr Alan Cowell, vice-chairman of Asso-

com's transport committee, had said Reef businesses could not be forced to work at nights and over the weekend just to receive their containerised cargo.

Dr Johan van Zyl, executive director of the Federated Chamber of Industries, said yesterday the container problem had existed for a long time and "various meetings have been held to discuss the problem".

Dr Van Zyl said the "situation was unsatisfactory".

Firms used the City Deep Railway terminal as a storage place and "if the containers are not removed after a few days then the SAR should impose higher storing tariffs".

Mr Fritz Stockenstrom, executive director of the Afrikaanse Handels Instituut (AHI) said "this problem can only be relieved if there is closer co-operation between the Railways and the private sector".

He said the congestion at City Deep existed mainly because the private sector could not take delivery on account of storage problems.

"A substantial effort should be made for people to work overtime and for firms to be prepared to receive containers after hours".

Mr Stockenstrom said the AHI worked in close co-operation with the SAR to find a solution to the problem.

He said the container crisis was among the results of the high economic boom and "container transport has increased tremendously over the last few years".



23. Venter, J D Die Drinkpatroon van Kleurlinge in Kaapland en Natal, Nasionale Buro vir Opvoedkundige en Maatskaplike Navorsing, Navorsingsreeks no. 19, 1965.
24. Verslag van die Kommissie van Onderzoek na Aangeleentehede Rakende die Kleurlingbevolkingsgroep, Die Staatsdrukker, Pretoria, 1974.
25. Williams, R J Biochemical individuality and cellular nutrition in Quarterly Journal of Studies on Alcohol, 20, 1959.

# New train for Pretoria

By NORMAN NGALE

HAMMANSKRAAL train commuters have been granted an additional train to operate from Pretoria station to Pienaarsriver on Sunday afternoons, with effect from this week.

Mr Dan Fourie, SAR systems manager for the Eastern Transvaal said this train service which did not exist on Sunday afternoon along this line was on an experimental basis for three months.

Mr Fourie announced yesterday that the South African Railways was considering adding another train between Pretoria North Railway station and Pienaarsriver to alleviate overcrowding of commuters during peak hours.

His announcement came after a report back meeting of the Moretele Transport committee under Mr M A Monaledi where commuters voiced several complaints about the shortage of trains between Hammanskraal and Pretoria.

According to Mr Monaledi, the people complained of overcrowding of trains during peak hours and that they were subjected to mugging and other forms of crime.

The meeting held in the Kudu Cinema, Temba Township was attended by Mr Fourie, Col PM Du Plessis, the head of the SAR police in the Northern and Eastern Transvaal and representative of the BophutaTswana Bus Transport company.

Commuters also complained, Mr Monaledi said, of poor bus transport between the township and Hammanskraal station as well as taxi transport between the station and Pretoria.

He said the main complaint about taxis was that they charged the high fares of R1.50 per trip, overloaded people and drop them at the station where they had to board other means of transport or walk the rest of the journey back home.

Col Du Plessis said the commuters made the SAR police job of combatting crime in trains difficult by not reporting the crime and appealed to commuters to feel free to come to the SAR police for help after being attacked.

QUANTITY  
SURVEYING

(Continued)

12 DM 1-17/81  
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**SAA is to have  
black hostesses**

By **DON MARSHALL**  
Pretoria Bureau Chief

**BLACK** women are to be recruited as air hostesses by South African Airways, the Minister of Transport, Mr Hendrik Schoeman, announced last night.

More opportunities are also to be created for black women to become ground hostesses, the Minister said in a statement issued in Pretoria.

Black ground hostesses are already used by SAA at Jan Smuts, as well as in Durban, East London and Cape Town, but this is the first time in the airline's history that the Government has supported a move to train black women as air hostesses.

Mr Schoeman said in an interview last night that 25 black women would be recruited initially for training.

Asked whether SAA wanted only coloured and Indian applicants, he replied:

"There will be no discrimination. It will not depend on a woman's colour, rather on her qualifications."

SAA's decision to use blacks in the air comes at a time when

the airline reports no significant shortages of either ground or air hostesses.

"To enable the airways to cope with the expected growth, especially in passenger numbers, more ground and cabin staff must be recruited and trained to ensure that there will be no deterioration in the standard of service," Mr Schoeman said.

For the first time last year, SAA broke through the 4-million passenger barrier and the airline is expected to expand substantially during the next financial year with 17 passenger aircraft on order at a cost of more than R300-million.

Commenting last night on SAA's decision, Mr Ray Swart, PFP spokesman on transport matters, said he was delighted.

"I believe it is high time that our air crews reflect the true character of South Africa's population without any artificial barriers.

"The Indian ground hostesses that I have observed at Durban's Louis Botha Airport are courteous and efficient and they are obviously doing good public service," Mr Swart said.

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For the best student in the  
subject of Building Construction.

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For the second best student in the  
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Student Planners Award

For the student who has shown  
greatest promise at the end  
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M P Morkel

URBAN &  
REGIONAL  
PLANNING



# SAA to recruit black hostesses

1/7/81 Star  
269

The Minister of Transport Affairs, Mr Schoeman, yesterday gave the South African Airways the go-ahead to recruit black air and ground hostesses.

Mr Schoeman said in Pretoria he had given SAA permission to proceed immediately with recruiting a limited number of black hostesses with the approval of the staff associations concerned.

Candidates would be subject to the usual selection procedures and would have to comply with the same requirements as other candidates.

More ground and cabin crew had to be trained to ensure the maintenance of high standards in spite of the expected increase in the number of passengers.

— Sapa

in name Lewis

year.

Osbourn Prize  
For the best work in fourth

S A Read

General J B M Hertzog Prize  
For the best final year student.

D H Pryce Lewis

David Haddon Prize  
For the best student of  
Architecture (or Quantity  
Surveying) in the subject  
of Professional Practice.

Miss C Tredgold

Molly Gohl Memorial Prize  
For the best woman student  
in third year.

P A Rappoport

Helen Gardner Travel Prize  
For a student who has  
satisfactorily completed  
1st, 2nd and 3rd major courses.

P F Dunkley

Sixth Year

Cape Provincial Institute  
of Architects' Prize  
For the best student in :-

ARCHITECTURE

FINE ART & ARCHITECTURE

# BUS TRANSPORT

Edited by Johann van Rheede

## Govt aid needed for white transport

S. Times 5/7/81

269

A CONTINUED focus on ever-increasing problems in the sphere of non-white transport in South Africa has obscured the problems being created by neglecting the situation arising from the increased use of personal transport by whites.

"The mistake made by the US in thinking that the private car could replace public transport has involved that country in enormous costs trying to rectify the matter, and one must ask oneself if South Africa is not walking into the same trap," says Mr Kenneth Dunn, chief executive officer of the Passenger Transport Association of South Africa. He was commenting on the fact that little financial assistance is being given by the Gov-

ernment to keep white public passenger transport viable. In South Africa municipal public transport is subsidised to the tune of 5%, while in the Netherlands passenger transport operators are subsidised to the extent of 70% and cities such as Paris and Washington receive subsidies of 59% and 55% respectively. "At present substantial subsidies are being given on non-white services in terms of the transport levy legislation and from funds pro-

BY JOHANN VAN RHEEDE

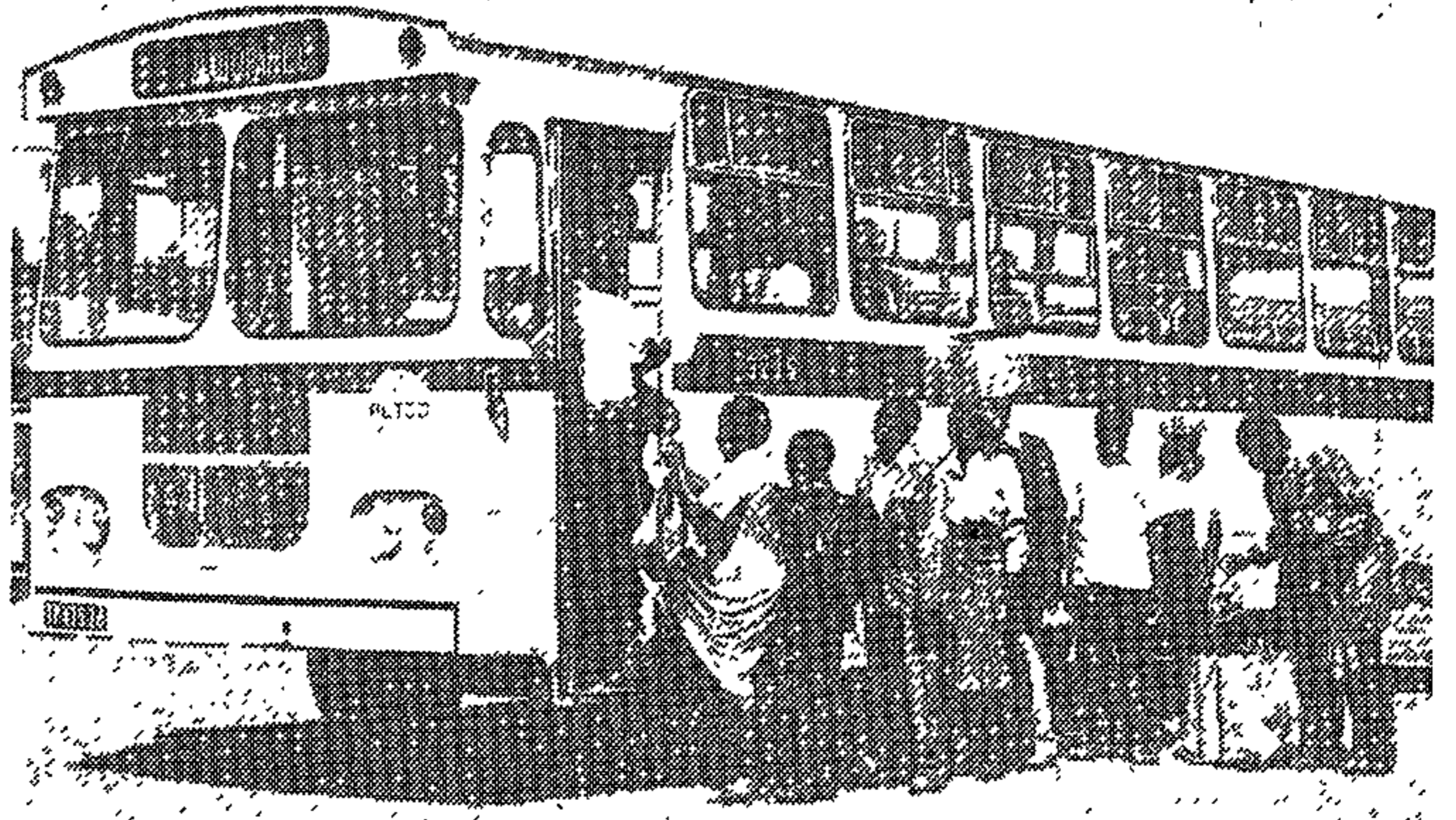
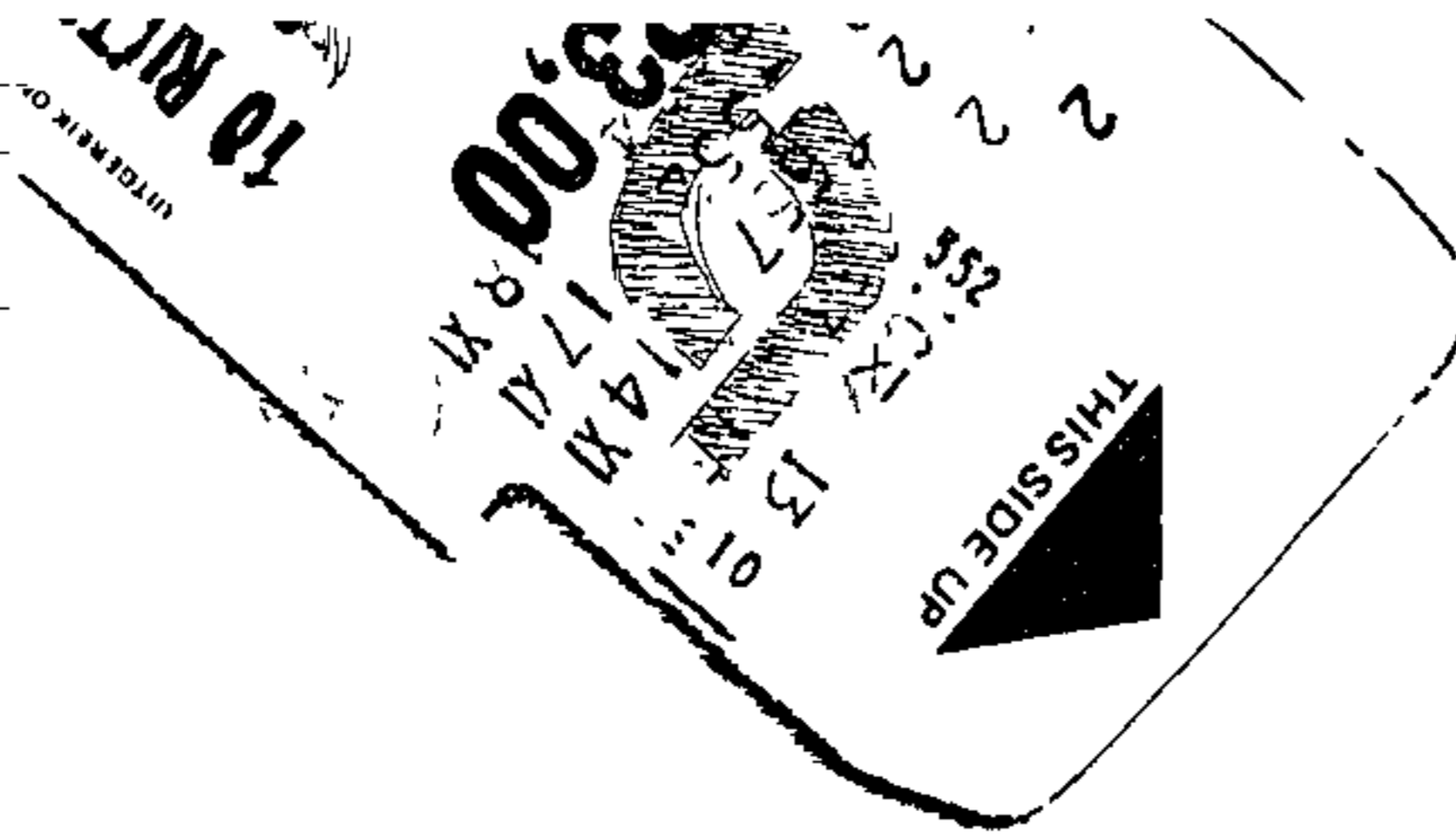
vided by the Department of Transport Affairs." A figure of R100-million has been quoted for the most recent financial year and, if the trend established over recent years is to continue, this figure will rise steeply in years to come since the figure for 1978/79 was R60-million. "Of the R60-million 22% came from levy funds and 78% from the Department of Trans-

port Affairs funds. Only 3.8% of this R60-million was paid to municipal bus operators although they carried 35% of the passengers and covered 32% of the kilometres as compared with 65% and 68% respectively for the major company operators," he said. He said that in some areas a portion of the journey between coloured and black residential areas and places of work is catered for by municipal public transport services, but no subsidy is received.



269

5/7/81



Black bus services are being subsidised to the tune of R100-m a year — and any increase in fares can be an explosive factor

Municipalities also have not received any capital or revenue subsidies for the purchase or operation of buses as provided for in legislation except for specific demonstration projects considered to be of national importance:

“At present traffic congestion in our towns and cities is largely caused by cars driven by whites. The aim must therefore be to improve bus services for white passengers in order to save fuel, infrastructure costs and foreign exchange by attracting car users back to public transport”

According to him transport losses will be increased only if peak hour buses are already running at full capacity and extra buses and crews have to be used

He said this was a major reason why bus operators were reluctant to expand peak hour services

“While bus services provided by company operators are contributing to traffic volumes, the municipalities are having to provide arterial roads, street works, traffic control and other facilities such as terminals, bus stops, lay-bys and a host of other services.

“They are forced not only to subsidise their own bus undertakings but also the company bus operators,” he said, adding that although provision was made in the Urban Transport Act for subsidisation of direct facilities provided for public transport, little had been paid out to date.

Mr Dunn said that, while companies by their very nature must make profits or go out of business and therefore were profit-oriented, municipalities were expected to provide semi-social services such as subsidised travel for school children and pensioners.

“It is recognised overseas

that travel for senior citizens is a national responsibility”

Referring to losses incurred, he said that the losses on municipal transport services had to be made good by the rate-payers or possibly users of electricity, but that these people were not necessarily the same people who benefited from bus services

Municipalities were also expected to be model employers, and pay and conditions of service of operational staff were normally better than in the case of companies, thus increasing the cost structure of municipal operators.

“It is a well-known fact that an increase in tariffs can be an explosive factor with some sectors of the population, and it may at least induce existing passengers, particularly from the white group, to find alternatives to public transport. It may also discourage potential new bus passengers,” he said.

Few people are aware of the fact that a bus passenger can be conveyed on about one-twentieth of the amount of fuel required to convey a single passenger in a car.

This highlights the counter-productive nature of commuters being conveyed by cars instead of bus.

It is also counter-productive from the point of view of the creation of traffic congestions which increases the cost of road works to counter the con-

gestion as well as the fuel being used on congested roads

Mr Dunn said that there also seemed to be some confusion concerning subsidisation of public transport and subsidisation in other spheres.

The former, he says, cannot be compared with subsidisation of an industry to allow it to establish or re-establish itself, or even with the subsidisation of staple foods

“Experience all over the world, except in perhaps the most under-developed coun-

tries, has shown that the conditions under which public transport can operate on an economic basis belong to the past because of technological advances and socio-economic changes.

“Relatively cheap, convenient and easy-to-use means of private transport, higher living standards, suburban shopping centres and supermarkets have made a pipedream of ideas that public transport can somehow be put on a break-even basis, and yet these ideas continue to be propagated by otherwise well informed people.”

methods for allaying dust and the improvement of the mines. It is a sad reflection on the va the Transvaal and mine management that few o suggestions recommended by mining engineers 1903 to 1910 were actually implemented duri period, when the prevalence and mortality of absence of improved mining conditions, rema for some time (177) Although manage by various commissions for its attempts fo methods on the mines, Richard Barry, a mine correspondence with his uncle John X. Merrim Minister of the Cape, denied this:

...even today the efforts to eradicate it mines are of the very flimsiest nature entirely absolve the Miner from blame, supposed to know better should have st serious campaign of education on prac since. (178)

However, doctors practising in the Transvaal major role in bringing about an awareness an

# Derailment — sabotage ruled out

Argus 6/7/81

269

Argus Bureau

PORT ELIZABETH. — Top Railway officials have ruled out sabotage as a possible cause of the derailment of a goods train near Adelaide in the Eastern Cape yesterday in which the driver was crushed to death.

The systems manager for the area, Mr A J Jonker, said today no indication of sabotage had been found.

A top commission of inquiry was to arrive in the area on Wednesday to start investigation. Before it made a finding, no more details about the cause could be given.

The head of the commission would be the Railway's chief superintendent of systems, Mr David Arendt.

Earlier, the commander of Railway Police in the Eastern Cape Colonel F H Baird, also said the possibility of sabotage was no longer being investigated.

Mr Jonker said mopping up was going well and the rail would be cleared by 10 am today as scheduled.

The accident occurred about 6.30 am yesterday, as the train, pulled by two diesel locomotives was heading for Cookhouse from East London. At a series of sharp bends on a downhill near Kroomie siding the two locomotives and 28 goods trucks went off the track.

Most of the trucks and locomotives were wrecked.

The driver, Mr J H Bernardo, of East London, was killed, but the assistant driver, Mr M Koch, of East London, was uninjured. He crawled from the wreckage and made his way to the main road and on to Fort Beaufort where he reported the accident.



By MARJA TUIT

THE chaos of container deliveries from Durban to the Reef could be over

The Transvaal Association of Freight Forwarders has been given indirect access to the Railways computer which keeps track of containers.

The backlog at the Johannesburg container terminal started before Easter. Containers arrived faster than they could be delivered and the Republic Day weekend made the situation worse.

The forwarders' association met Railways officials and one of the main points of dispute was the Railways' refusal to give the forwarders' association information from central computer to locate their containers — aboard ship, in port, or between Durban and Johannesburg.

The Railways regarded agents as third parties — and the Railways Act forbids giving information about containers to third parties. They provided information only to shipping line-container operators for containers on through bills of lading to City Deep railway terminal.

The forwarders' association asked for connections to the

# Computer deal could ease container chaos

ROM 7/7/81 (269)

shipping line computers to enable them to locate containers quickly — but the shipping lines claimed their computer couldn't do this.

Mr Pat Henegan, surface division chairman of the forwarders' association, said access to the computer could make container chaos a thing of the past.

He said discussions with the Railways had been very fruitful.

"We have made good progress. On Tuesday last week the Railways consented to association members being allowed to zone in to the computer."

A computer services company is to provide computer terminals for every association member, allowing requests for information to be fed into a central computer which would obtain the information from the Railways computer.

"A clearing agent just has to feed his secret code into the

computer and give the container number. Within a minimum time he will have all the information about his container.

"He will know the name of the ship, voyage number, truck number, train number and even the exact location — whether the container is still on the ship, in port, on a train, or in the container terminal."

Mr Henegan said this would speed up the movement of containers because clients could phone and have all the relevant information within minutes.

The magnetic tapes for the main Railways computer would be updated to midnight and the information would be available from 8am the next morning.

The service to the clearing agents will start later this week and it is hoped that the container backlog will be eased in the next two months.

Mr Henegan said there were still about 1 850 containers at

the Johannesburg terminal and 4 000 en route from Durban, on trains, or in the marshalling yards at Kazerne.

"This step by the Railways will save a great deal of time," Mr Henegan said, but stressed that the facility would be available only to members of the Transvaal Association of Freight Forwarders' surface division.

A Railways spokesman said yesterday. "It will be a great assistance to all parties and alleviate the problems."

Mr Fritz Stockenström, executive director of the Afrikaanse Handelsinstituut, said:

"It is a great improvement and will undoubtedly be a contribution to the solution of the problem. It is, however, extremely important that the private sector gives the SAR the fullest co-operation with the clearing of containers and acceptance of delivery on their properties."

C W von Düring

S A Brick Association Prizes  
For the best student in the  
subject of Building Construction.

III: No award

II: A R Low Keen

I: N D G Sessions

LTA Prizes  
For the best student in each of  
the courses of Building Economics I,  
II and III in the third, fourth &  
fifth years respectively.

P R Swift

Professional Practice.

For the highest marks in

For the student obtaining

Surveyors' Prize

Cape Chapter of Quantity

The Committee of the Western

P C Key

Bell-John Prize  
For the best all-round student  
in any year of study.

(Continued)

QUANTITY  
SURVEYING

# SAR blamed for Zimbabwe diesel shortage

S. (T) <sup>12/7/81</sup>  
Tribune Correspondent

207 (207)

SALISBURY: Fuel industry sources are blaming both railways in Zimbabwe and South Africa's lack of co-operation on the sudden shortage of diesel oil in the country.

Supplies have been cut by one-fifth in the country because of the shortage and only essential services are getting their requirements. The problem has been building up over the last week and even maize, on which much of this year's export hopes are pinned, is being held up through lack of transport.

Just how long the situation will last is not known and though the government says it is only temporary, privately officials say they do not know.

Durban and Maputo are the ports through which the country's oil is shipped. On balance each handles about half and problems associated with both have led to the shortage.

But some relief appears to be in sight.

Mozambique reports say that the Beira to Umtali pipeline should be opened in December. That is already known but what is new is that there are plans to increase the pipeline's capacity.

At the moment, when working, it can handle 2700 litres of crude oil a minute. With two extra pumping stations this could be increased to 3825 litres a minute which would raise the annual capacity from 1 million tonnes to 1.25 million tonnes.

Maputo Harbour is not having any difficulty handling Zimbabwean traffic but Mozambique and Zimbabwe Railways are under similar strains. This is mainly because of shortage of locomotives.

At Durban the problem is said mainly to lie with South African transport officials not being in any hurry to move Zimbabwe-bound goods.

Oil executives here say there is no evidence of any deliberate policy to hold back the goods but rather there is no effort to speed up the process. They say that in the "old days" a request to South African Railways would have led to Rhodesia-bound traffic being given greater priority.

In March, the latest month for which figures are available, Zimbabwe imported 36 million rands in petroleum-based products, the highest monthly figure since independence.

If the refinery at Feruka is not ready in time (and all indications are that it will not be) the pipeline can be used to pump refined fuel.



# SAR to talk on needs of blacks

RDY 14/7/81

269

Staff Reporter

THE fate of thousands of blacks travelling to rural areas by bus and having to wait in "make-shift" shelters will be discussed at a meeting called by South African Railways this week.

Award who has shown at the end

At Johannesburg station for the past two years large numbers of blacks have been sheltering against cold, rain and wind under sheets of tarpaulin hung over poles — serving as a waiting room.

ing Construction. est student in the

A tent about 60m long and six metres wide was erected at the station in 1979 as a temporary measure to accommodate black travellers. The sides are open and exposed to the weather.

ing Construction. ident in the tion Prizes

Yesterday SAR's director of passenger services, Mr Barry Lessing, said the "pressing need" for building permanent shelters will be discussed on Friday when architects submit plans on permanent shelters. How to increase the number of buses will also be discussed.

Keen

He said present facilities for black travellers were "not good, but better than nothing".

essions

Large groups of travellers gathered over long weekends and month-ends at Johannesburg Station and at Easter time this year 443 buses transported 35 000 blacks to the rural areas.

ectively. he third, fourth &

He conceded that the "sheltering arrangement" had been make-shift for more than two years and said there was "re-thinking" on the problem since last year.

ident in each of Building Economics I,

The Railways were only expected to provide "basic shelter against the elements", Mr Lessing said.

actice.

He admitted that neither the tarpaulin nor the "shelter" were weatherproof.

ks in obtaining

A temporary screening structure against the weather had been erected. However, these were temporary and served short-term needs.

Quantity

Mr Lessing said it was hoped the project to provide shelters would be started in the next financial year.

of the Western

P C Key

Bell-John Prize For the best all-round student in any year of study.

PLANNING REGIONAL URBAN &

QUANTITY SURVEYING (Continued)

# Extra commuter train 'surprise' is slammed

*Sawetam 14/7/81 (269)*

HAMMANSKRAAL train commuters have been granted an additional daily train between Pretoria North and Hammanskraal.

The train is to leave from Pretoria North at 5.10 pm and resulted from successful negotiations between the local Transport Committee and the South African Railways (SAR).

Mr M A Monaledi, chairman of the Moretele

Transport Committee said the train would alleviate congestion of commuters.

The spokesman for the Botlhaba Bus Transport which transports commuters from Hammanskraal to their homes bemoaned the fact that the SAR did not inform his company of the introduction of the additional train.

He said it was unfair for the railways to add trains without first arranging with his bus company. He said no provision had been

made by his company to cater for the additional commuters. Mr A Makhubela, his vice-chairman, said thousands of commuters would benefit from the service which he hailed as a victory for his committee.

Hammanskraal commuters who wish to avoid the congestion on the 4.17 pm and the 5.10 pm trains from Pretoria Station can now board Mabopane and Ga-Rankuwa trains and get off at Pretoria North station to connect

with the new train.

This became the second train to be introduced along the Hammanskraal railway line within a month. Late in June another train was introduced to cater for Sunday afternoon commuters in the area.

According to Mr Monaledi commuters did not know of the introduction of the second train as his committee was informed of it only at the weekend by Mr Daan Fourie, SAR systems manager.



NOT 16/7/81

# Dock merger

RENNIES Shipping Holdings (Pty), Grindrod & Company (Pty) and Mitchell Cotts Transportation (SA) (Pty) have agreed to rationalise their stevedoring interests. These are conducted in South Africa by Rennies Stevedoring and Grindrod Cotts Stevedoring (Pty).

The integrated stevedoring operation will be undertaken by

a new company called Rennies Grindrod Cotts Stevedoring (Pty) in which Rennies Shipping Holdings and Grindrod Cotts Stevedoring will each hold 50%.

The effective date of the rationalisation is August 1, and the head office of the company will be in Durban under a reconstituted management. — Sapa.

Student Planners Award  
For the student who has shown greatest promise at the end of the first year.  
M P Morke

For the second best student in the subject of Building Construction.  
K Strong

S A Brick Association Prizes  
For the best student in the subject of Building Construction.  
C W von Düring

LTA Prizes  
For the best student in each of the courses of Building Economics I, II and III in the third, fourth & fifth years respectively.  
I : N D G Sessions  
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The Committee of the Western Cape Chapter of Quantity Surveyors' Prize  
For the student obtaining the highest marks in Professional Practice.  
P R Swift

Bell-John Prize  
For the best all-round student in any year of study.  
P C Key

URBAN & REGIONAL PLANNING

QUANTITY SURVEYING  
(Continued)

# Big expansion for SAR in OFS

Mo 16/2/81

269

Own Correspondent

## BLOEMFONTEIN

—Two major projects — the building of a container depot in Bloemfontein and an extensive electrification scheme — are to be undertaken by the South African Railways in the Free State.

The OFS system manager, Mr R R H Belcher, said that both projects had been born out of the need to meet the increasing traffic in the region.

Container traffic alone had increased from 300 to 3 000 containers a month within the last three years, he said.

The new container depot projected for the financial year 1983/4, would cost R6-million. It would include two overhead container cranes.

The electrification project involved several hundred kilometres of railway line, mainly to the south of Bloemfontein.

Work on this project had started and would be completed in 1985.

The project also included the manufacture of

electric locomotives at a cost of more than R1-million each, said Mr Belcher.

Besides being faster than diesel or steam-powered trains, electric trains were cheaper to run.

Running costs for a steam-driven train amounted to R11/km and diesel to R6/km. Electric trains could run at R3/km, Mr Belcher said.

Most of the work on the projects is being done by departmental staff but once the projects were underway the bulk of work would go out on contract, said a spokesman for the regional engineering department of the SAR.

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Molly Gohl Memorial Prize

P A Rappoport  
 1st, 2nd and 3rd major courses.  
 satisfactorily completed  
 For a student who has  
Helen Gardner Travel Prize

P F Dunkley  
 Sixth Year  
 For the best student in :-  
of Architects' Prize  
Cape Provincial Institute

ARCHITECTURE



AIRFREIGHT FM 17/7/81  
**Looking for flights**

(269)  
Despite the rise in the domestic airfreight market — in the first five months this year SAA carried 18 023 t, a 23,5% increase over the same period last year —

agents are not satisfied.

They say business is being hampered by SAA's inability to guarantee the transport of airfreight containers on certain flights.

Says Jock Mackenzie Parker, MD of Grindrod Airfreight and chairman of the Transvaal Association of Freight Forwarders: "There is a serious build-up of container traffic between Johannesburg and Cape Town and the daily backlog at Jan Smuts Airport is between 10 t-20 t."

He notes that for years agents have been requesting SAA to put on a special freight flight between Johannesburg and Cape Town. "They might show a loss initially, but in the long run it would definitely be worthwhile," he says.

The freight route between Johannesburg and Port Elizabeth, to cater for the motor industry link, is highly successful. Agents say a similar Cape Town connection would be profitable.

However, a spokesman for SAA says there is not enough air cargo to justify a special freight service and at the same time utilise the existing cargo capacity.

Parker says SAA has suggested that agents change the focus of their operations by collecting goods for freight in the evenings and mornings and sending them on the relatively empty daytime flights.

Parker agrees that this would avoid the present situation where containers are often transported on the second morning flight, instead of the last evening flight, but says: "This is not the nature of the airfreight business — not only here, but worldwide."

There are also problems on the coastal route and, Parker says, airfreight goods from Cape Town to Durban are often routed via Johannesburg.

Ian Hunter, MD of Mitchell Cotts Airfreight, agrees there are "a tremendous amount of problems" involved in domestic airfreight.

"I think an interesting question is why does so much cargo move by express road freight and not by airfreight?"

He feels that if it is a question of space, SAA could easily provide additional facilities.

The criticism isn't confined to the dissatisfied. Eugene Conradie, Rennie's operations manager in Cape Town, says SAA did not anticipate growth.

"Agents can't get a guarantee that their clients' goods will be placed on specific flights."

In August, SAA puts on another two evening airbuses on the Johannesburg-Cape Town route. This may alleviate some of the problems but, according to Parker, this isn't the answer.

"I think we lose to the road freight operators," he says, adding that this will be the pattern "until SAA looks at this and is prepared to take a chance and take the plunge."

# R10m shunting yard in multi-million-rand Richards Bay plan

NM 17/7/81

Financial Reporter

(1/8) (269)

**SOUTH African Railways are to appoint an assistant Systems Manager who will operate from Richards Bay. The appointment will be announced soon. Technical control of the coal line will continue from Vryheid.**

A spokesman for Dr Kobus Loubser, the Railways general manager, said that a R10m shunting yard would comprise part of a multi-million-rand expansion they were undertaking at Richards Bay.

This included R255m on the coal line, nearly R32m on the coal berth in the harbour, R79,4m on the new 'clean' berth at the harbour and R5m on an electric loco depot which is now in use.

He said that the Railways did not have any specific house-building plans.

## **A boom**

The Property Editor reports that Richards Bay is experiencing an unprecedented property boom.

With the Alusaf plant, the Richards Bay coal terminal and the Triomf fertilizer factory all doubling their production, demand for accommodation has exceeded supply.

The Town Clerk, Mr

Truter, said the situation had precipitated a boom in the construction of domestic dwelling units, the likes of which the town has never seen before.

He estimated that there were 450 houses currently under construction in the town and more new housing starts were being made almost every day.

'I don't think that there is a town in South Africa where so many houses are being built at one time,' said an enthusiastic Mr Truter.

There is an estimated 2500 dwelling units, including flats, in Richards Bay at present and, at the current rate of building, the number could quite easily double by the end of the year.

According to Mr. Truter, most of the construction work is being carried out by the companies that are expanding and need accommodation to house their increasing number of employees.

'Most of the work is company housing being built by the private sector but there is a fair amount of

spec building going on at the same time.'

One adverse affect of the boom in residential construction is that building costs have increased markedly.

According to Mr Truter, builders are charging an average of R300 m<sup>2</sup> for normal domestic building work and plot prices range from R6 000 to R12 000 depending on the size and position.

This puts building costs at Richards Bay in the same league as Durban where builders are also reported to be charging R300 m<sup>2</sup> for residential building.



Of these six, the largest single area of economic cost is undoubtedly the lost production of goods and services which can be attributed to the reduced productivity of alcohol-troubled male workers.

Pell and D'Alonzo (Pell and D'Alonzo, 1973, p. 121) clearly outlined the source of lost productivity of alcohol-troubled workers:

"The cost of alcoholism and non-addicted excesses to industry is made up of several components, including loss of efficiency, absenteeism, lost time on the job, faulty decision-making, accidents, impaired morale of workers and the cost of rehabilitation programmes. A significant portion of the economic impact of alcoholism include premature disability and death, resulting in the loss of many employees in their prime who have skills that are difficult to replace."

The National Council on Alcoholism, New York, U.S., developed a formula, based on extensive research, to determine the cost that problem drinkers create for the employers.

According to this formula, 25% of the average annual pay can be written off for every alcoholic that the employer employs.

If this formula is applied to the Greater Cape Town (01 region) on economically active males between the ages of 15 to 64, the following cost estimate can be calculated.

In 1977 there were 128 671 white economically active males, with an average annual income of R5 867. Of these, 6% or 7 720 suffered from alcoholism. The cost of each employee was 25% of the annual wage, i.e. R1 469, or in total + R11

million rand. If the cost of excessive drinking (not alcoholism) is added, which is roughly estimated as one third of the latter amount, or 3.6 million rand, the total estimate

# TAXI FIRM SEEKS EASING OF BAN ON BLACK FARES

A DURBAN taxi company is to ask the Local Road Transportation Board to allow "whites only" taxis to carry visitors at international hotels.

Present regulation forbid blacks to ride in white taxis unless they are foreigners.

Mrs Kay Watson is applying on behalf of Aussies Taxis for an amendment to allow white taxis to carry bona fide visitors at international hotels and restaurants.

## Impossible

Mrs Watson, who is also chairman of the Durban Taxi Owners' Association, said taxi drivers were operating under impossible conditions in terms of the present law.

"In our application we have asked that the

## Hotel pick-ups plea

Tribune Reporter

regulations be amended to allow any bona fide visitors to international hotels or restaurants to be fared in white taxis.

"It seems obvious that if people of different races can mix in hotels and restaurants they should also be allowed to mix in taxis," she said.

The regulations governing the carrying of blacks in whites only taxis have long been a source of grievance for taxi-drivers.

A driver faces a fine

of R100 if he is caught carrying a black passenger who is not a foreigner. The onus is on the driver to establish the race of the passenger before taking the fare. In the case of black foreigners, they must produce their passports before they can be accepted as a passenger.

## Difficult

"This makes it extremely difficult for drivers because not all foreigners carry their passports with them. It is also difficult for drivers to decide on a passenger's race, especially in the case of light-skinned coloureds and Indians," Mrs Watson said.

Her application will be heard by the Local Road Transportation Board later this month.

on the actual expenditure by

on alcoholism is available for South Africa. In America it

accounts for + 13% of the total health bill for adults in 1971 (Cooper et. al., 1973, p. 40).

The significant role that alcohol plays in the creation or

269

5 Tribune 11 JUL 1981

# Transport companies push up costs to cover new fuel bill

By DAVE McDERMOTT 9 JUL 1981

W.H.I.E.F. the full ramifications of the recent fuel price increase are largely unknown, companies are watching their costs like hawks and increases in all commodities are likely soon.

As far as most businesses are concerned, fuel is an input cost and the increase in transport costs is bound to affect every commodity.

Transport and removals companies in Natal will be increasing their charges. Some of the smaller companies already have one by R60 on a run to Johannesburg and by R90 on a Port Elizabeth run.

But the same company says it will not increase its charges for local removals.

While bus fares on all services operated by the Durban Transport Management Board have increased to offset the hike, there is a resistance among Durban taxi operators against immediately increasing fares.

Mrs Kay Watson of Aussies Taxis, who is the chairman of the Durban Taxi Owners Association says she has not been swamped by requests from association members to discuss a fare increase.

"I am personally against putting up fares and not trying to absorb

inflation and we don't yet know what the full effects of the fuel price rise will be," she said.

Mrs Watson said she was hoping to convince members of the association to sit tight for four months or so, speaking on behalf of her own company, she

said Aussies would try to shave off an increase. Spokesmen for some other taxi companies said, however, that they felt a fare increase was inevitable. The association will be holding a meeting soon to discuss the matter.

The large removals companies are looking at an increase in their charges of between five and seven percent to cover increased fuel costs.

But while they are costing very closely whatever type of vehicles they are using, most at this stage cannot judge what the overall effects of the fuel price rise will be.

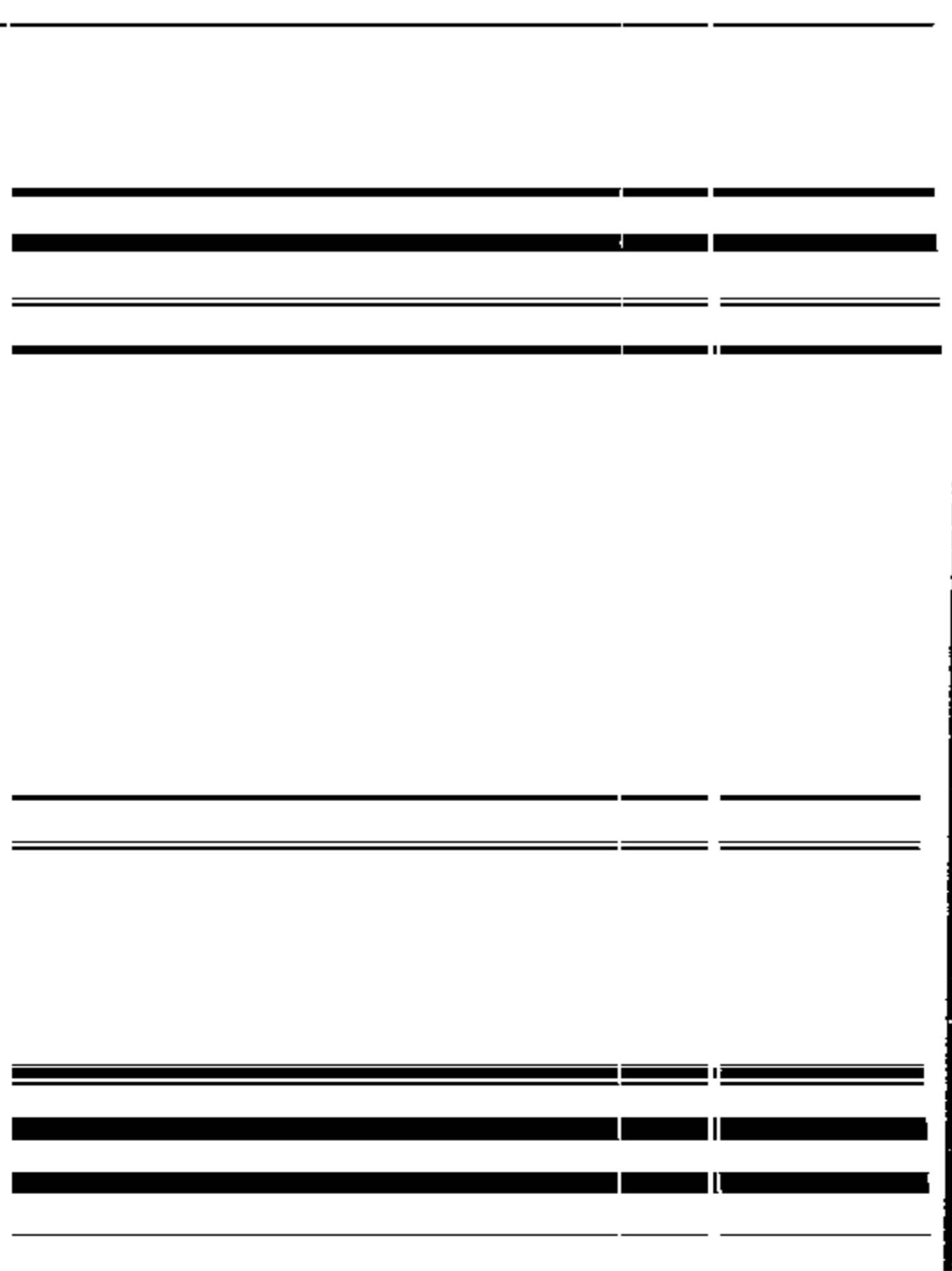
Geoff Henebrey of Pickfords, who is also the Natal chairman of the South African Furniture Removals and Warehousemen's Association, said removals was a very competitive market and it was difficult to estimate what the final cost increase would be.

"An accurate increase figure will be available only after a few months, once we have an idea how the fuel increase will affect cost to us of other commodities used in our business."

Satwa will be meeting next week and Henebrey believes the effects of the fuel price rise will be discussed although the subject is not specifically on the agenda, which went out to members before the increase was announced.

The Natal Chamber of Commerce believes that by sanctioning the fuel price rise the government has offset the beneficial effects of its own anti-inflationary measures" introduced in recent months

269  
18/7/81





# POINTER PROBE.

S. Express 19/7/81

~~269~~ 269

## Army lost more than R336 000 in contract with private bus firm

**'STARTLING'** contract between a Defence Force officer and a private bus company that lost the Army more than a third of a million rands, has been investigated by the Police after reports from Members of Parliament.

The contract was for the transport of troops to the Rhodesian border during the year leading up to the Rhodesian elections.

The Sunday Express un-



**By JEAN LEMAY**

derstands a report has been made to the Attorney General of the Transvaal, Mr A E. Nothing, but he could not be reached for confirmation.

Remarkable facts about the affair were revealed in top level evidence given before a Parliamentary Select Committee by General C L. Viljoen, Chief of the Army, and the Auditor

General, Mr W G Schickerling.

The evidence showed that:

- The contract cost the Army more than three times what it would have done had the Tender Board been used.
- The same bus company dropped its price by more than 50% when it later tendered for the contract in

pre-addictive dependence could be useful in explaining this issue. Unfortunately the scope of this paper does not allow us to pursue this intriguing debate in depth.

### 3. INCIDENCE OF ALCOHOLISM AND LIQUOR ABUSE IN GREATER CAPE TOWN \*

It is estimated that on average approximately 6% of the male population over the age of 15 years are alcoholics in societies with free distribution of alcoholic beverages. Economic, cultural, societal and environmental variables may either increase or decrease this percentage for any given society or part thereof, though.

Working with the 1977 midyear population estimates for the Coloured and white population groups of greater Cape Town, it can be calculated that there are + 10 000 Coloured and +7 700

\* This includes the magisterial districts of Cape Town, Wynberg, Simons-town and Bellville



whl.

# MIPs call for probe of Army bus contract

**From Page 1**

The: open competition. An officer who had recommended the use of the bus company later left the Army to work for the same company.

of 1 A police investigation was requested by the chairman of the Select Committee, Mr G J Kotze (National Party MP for Malmesbury).

claim: A spokeswoman for Hire-a-Bus bus company of Dunswart, Benoni, confirmed this week to the Sunday Express that "a detective" had visited its offices.

gene She added that the former Army officer who had recommended the bus company to the Defence Force major was no longer employed by the company.

In v She also confirmed that the company had since tendered successfully for the transport of troops and that the new contract was still in force.

of " According to the Registrar of Companies in Pretoria, directors of the Bus Centre (Pty)

Ltd, of which Hire-a-Bus is a subsidiary, are Mr Daniel Jakobus Strydom and his wife Mrs Maria Elizabeth Strydom.

The story of the original "irregular" contract is disclosed for the first time in the Report of the Parliamentary Select Committee on Public Accounts (Unauthorised Expenditure), whose report was published this week.

In evidence to the Committee, Gen Viljoen said that expenditure of R496 104,90 on transporting troops to the Northern Transvaal by bus had not been approved by the Treasury because the correct State Tender Board procedures had not been followed.

The SADF would have saved R336 000 on the contract if the Tender Board had been used, he said.

South African Railways was not prepared to transport more than 39 men in a scheduled train from Pretoria to Messina. For larger numbers than that, the SADF had to hire troop trains at a cost of R10 561 per

train (food and bedding included).

The Movements Section accordingly arranged to hire private buses.

Up to that time, all troop profit basis on the contract with the Defence Force that they cannot possibly do with a private client. I will appreciate it if that aspect is also investigated.

Chairman: Was only one firm involved?

Mr Schicklering: For a short while (somebody else) was involved, but the firm we are referring to is Hire-a-Bus. As you heard, their tariff was R1,50 per km, and 75c/km when the bus came back empty. The State Tender Board has informed me that the tender has been awarded to it again this year and that the tender price is 64c/km with passengers and 32c/km without passengers.

transport had been done by SAR for which Tender Board procedures were unnecessary. But the major who was inexperienced in the operations of

the Movements Section, did not realise that a contract with a bus company must be made through the State Tender Board, said Gen Viljoen.

The major entered into a contract which ran for about a year and was not questioned until September, 1979. The State Tender Board immediately called for tenders, and in November 1979 another contract was entered into with another bus company at a much lower price than that charged by the previous company.

The Quartermaster General Section and the Military Police had investigated the matter and it had been found that there were no irregularities in accounts submitted by the bus company, he added.

The accounts were confirmed as correct by the QMG Section and the Military Police confirmed that the number of troops charged for coincided with rations drawn and pay records.

Mr Harry Schwarz MP: Why was this particular firm ap-

proached by the officer concerned and did he make the decision to allocate the contract to the firm of his own accord?

Gen Viljoen: Fortunately, it was not the person who handled the contract in the QMG Section that recommended the firm. The person who recommended the firm was employed in Northern Transvaal Command.

Mr Schwarz: You say that the person who recommended the firm has now left the Service and is working for the firm... What has been done in regard to the investigation of (this officer)?

Gen Viljoen: If the Committee would like us to re-open the investigation we will do so.

Mr J H Heyns (National Party MP for Vasco): Was a full police investigation conducted into this particular firm?

Gen Viljoen: No, that part was not done.

Mr Theo Aronson (National Party MP for Walmer): It is clear they were operating on a

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ter, 1965,

Alth. because of the established relationship between the volume

of liquor consumed and the incidence of alcoholism, I think

this inflated percentage is a function of differences in con-

ception and definition of alcoholism.

To substantiate my viewpoint I may mention that in a study

conducted from 1963 to 1965 by Prof. Gillis (Gillis, 1965,

P. 4) into psychiatric disturbance and alcoholism among Co-

loured people in Cape Town, it was found that 4% of the sam-

ple was "addictive alcoholics", of which 85% were male. In

addition to this the survey revealed another 3.2% that could

Coloured females. It is possible to identify two main reasons for this phenomenon:

1) Because of the negative social, economical and psychological effects that the excessive drinking pattern of

the male have on family and community structures, the

wives/women tend to develop extremely negative attitudes

towards alcoholic beverages.

2) A very large proportion of the wives, especially from

the lower working classes, must assume the role of the

head of the household, simply because the drinking husbands

become unable to perform his social and economical



# SAR&H need another ten years to change

DOM 20/7/81

269

A QUESTION foremost in the materials handling industry at the moment is the part to be played by public/private sector competition in moving the goods

Ten years from now, South African Railways and Harbours say their tariff structure for the transport of goods will be formed on the basis of cost and not the value of the goods, says SAR&H public relations department.

And when this comes about, says Mr Jack Webster of Professional Hauliers Association, SAR&H will be able to survive free competition from private transport companies for contracts to carry freight in the republic.

Ten years is the time limit to 1992 set for the phasing out of the existing rail tariff structure based on the recommendations of the 1978 Van Breda commission of inquiry — which puts an end to the SAR&H policy of transporting certain goods at a loss and others at high profit.

But until then, Mr Webster agrees with the Department of Transport, SAR&H depends on the legal protection afforded them by being recognised as the country's national carrier.

"It can't happen overnight. The railway has to be protected and so do existing private permit holders," Mr Webster says.

Certain traffic such as petrol products, coal, and minerals are highly tariffed to subsidise low tariff goods, such as agricultural products and to offset losses incurred by passenger transport.

The raison d'être of this tariff structure has been the idea that the railways is obliged to provide certain services below cost in the interests of the country.

The highest tariff is placed on high value goods, and SAR spokesmen have pointed out that competition for the transport of these goods would leave the railways with only the low-rated and least profitable long-distance cargos

Some time ago, SAR published a statement on the

problems created by their service obligations.

The statement said the aim of a state transport service was to develop the country's natural resources, and legally, SAR&H is entitled to weight its tariffs to further this cause

Effectively this allows one industry to be favoured over another.

According to the statement: "No purpose will be served by ignoring the necessity for the government to indicate desirable lines for economic development and for the traffic system to adapt itself accordingly."

But to reconcile its obligations with sound economic policy, the Van Breda commission recommended that the tariff structure be on a cost rather than a value of goods basis.

The interesting point that emerges is that, despite regulations making it difficult and costly for private transporters to move high value cargo, road transport has grown considerably

The percentage of goods (measured in tons) transported by road has steadily increased and is estimated to be greater now than the percentage conveyed by rail.

According to Mr Webster, clients are prepared to pay higher costs to get their goods in a shorter time.

"Time is money. The cost of transporting by rail is the tariff charge plus the delay compared to other forms of transport.

"It depends on the goods of course. Steel is best moved by rail and no-one would move it by road.

"Containers have speeded up the process though, and the super-load route from Richards Bay is excellent," he said.

Although Mr Webster says the association would welcome free competition in the transport industry, he points out that the present permit system includes a few allowances to private operators.

While it is difficult to obtain a permit to transport high-value goods, there are a number of "exempted areas" where no permit is needed at all.

According to Mr Webster, 75% of the tonnage of goods transported by road usually fall in these areas.

In addition to this, a transport agency is allowed a 40km radius around its place of business where goods may be delivered without a permit, while for a non-profit making carrier — a company which delivers its own products — the radius is 80km.

"Don't forget," quips Mr Webster, "if SAR&H stop making a profit taxes will have to go up"

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# SAR denies <sup>DD</sup> 22/7/81 threats to 5 union members

EAST LONDON — Allegations that five members of the General Workers Union (GWU) were taken for questioning by the Railway Police and threatened with dismissal if they did not stop organising workers at the docks were yesterday denied by Mr A Jonker, railway systems manager in the Eastern Cape.

Mr Jonker said the men had been routinely questioned by the Railway Police but that no threats had been made.

Mr David Thandani, branch secretary of the GWU, said the action followed a letter to the port manager on July 8, stating that the GWU had the vast majority of support among SAR and H workers at the docks and calling on the management to recognise the workers' committee.

The five men who were questioned by the Railway Police were all workers committee members. They are Mr Mntuyedwa Zweni, Mr Peter Mbunge, Mr Mlungwana Mbese, Mr Jeffrey Phike and Mr William Ntintili.

The men said they had been called aside individually, had their lockers searched and were questioned about their membership of the GWU. They said they were asked why they wanted to join an "outside" union when there was a union for railway workers already operating.

One of the men said he was told the GWU was a "rotten apple" and he would end up on Robben

Island if he continued to canvass support for it.

All five men said they were threatened with dismissal or detention if they continued to support the GWU.

Mr Thandani commented that police action was an unnecessary element in employer-employee relations and would never be able to solve problems.

"This action was clearly done in response to our letter. However, instead of acting positively in this matter, the harbour authorities have seen fit to send police in to harass workers.

"I hope this attitude does not continue as we are still waiting to hear when the port manager is prepared to meet us for recognition talks."

In his reply Mr Jonker said. "I do not accept that the Railway Police questioned these workers as a result of the letter addressed to the port manager by the GWU.

"The port manager has today replied to the letter.

"It is against railway requirements for staff members to attend to private business or engage in canvassing and recruiting during office work hours. It is for this reason that routine questioning of the workers was carried out.

"It is expected that staff dedicate themselves entirely to their office duties during working hours.

"No threats were directed at the workers during the routine questioning." — DDR



SAR & H **269**  
**Opening the lines**

FM 24/7/81

The South African Railways (SAR) is still grappling with the container backlog at its City Deep terminal, but, after meeting the private sector and implementing certain "uncorking" measures, seems to be on the way to winning the battle

Representatives of Assocom, the Federated Chamber of Industries (FCI), Die Afrikaanse Handelsinstituut, Conference Lines and the SA Shipping & Forwarding Agents Association (Sasafaa) met SAR GM Dr Kobus Loubser last week to make plans to avoid a repetition of last Christmas's blockage.

Details of the meeting have not been

released but it seems that the private sector believes the SAR is taking active measures to prevent further congestion in the short and long term, despite the many problems.

SAR assistant systems manager of Johannesburg, Braam le Roux, says there are 1 273 containers in the terminal and another 2 500 in the pipeline. In June, over 6 000 were stuck out on the tracks

He says: "It's not where it should be but we've made progress."

Daily deliveries out of City Deep now average 550 containers, but this drops to about 300/day over weekends. Only 23% of the over 850 container users in the PWV area are prepared to accept containers after regular working hours and over weekends — one of SAR's gripes about the private sector. Alan Cowell, vice-chairman of Assocom's Transport Committee and the Transport Consultative Committee, thinks no more than another 1% of consignees are likely to convert to accepting after hours deliveries.

The FM has been told that SAR has finally accepted this, and it is expected that a working committee will look into expanding daytime services, the costs of which are likely to be carried by users.

Le Roux expects the remaining backlog to be eliminated by the end of August, providing there is not a further sharp increase in imports.

This year's number of imported containers soared from 1980's average of 3 900/month to a peak of 5 700 during July. It is expected that imports will rise 40%-48% this year compared to 1980

Nevertheless, says Le Roux, "current economic indicators suggest imports will ease from September." In the meantime, he says, "we're pushing up capacity for

delivery."

Steps taken by the SAR to uncork the bottleneck include:

- Increasing the number of truck drivers. To this end, drivers have been seconded from road transport divisions. The terminal is still 83 drivers short, but three groups are undergoing training.
- Citrus raiting has been transferred from City Deep to Kazerne.
- Copper is being loaded out of the Freight Services depot rather than City Deep.
- Empty containers are loaded at Kazerne and Freight Services
- After long debate, the Transvaal Association of Freight Forwarders has been given access to the SAR computer that keeps track of containers. The association's Pat Henegan says access is likely to help the situation
- Two new depots are to be constructed in and near Pretoria (at a cost of R19,5m); each should be able to handle 400 containers/day each way.
- The SAR's own computer problems have been sorted out and there is a substantial improvement in documentation handling
- SAR feeds 50 FCL containers after hours to the SA Container Depot (SACD) to be collected the next day by private hauliers.

# Board 'won't oppose' rail link

NM 24/7/81  
Mercury Reporter

THE Umtentweni Town Board has formally withdrawn its opposition to the proposed rail link between the town and the planned R120 million cement factory at Oribi — subject to the Minister of Transport imposing certain obligations on Natal Portland Cement, who will be paying for the construction of the line.

The conditions are that all the suggestions in a recently completed environmental-impact study and a preliminary ecological report be fully implemented.

The line should be constructed in the most favourable way.

## Satisfied

A public relations office must be set up to liaise with the board on any matter that may affect the ratepayers adversely and a new access road to the

Port Shepstone Country Club must be provided.

The Umtentweni Town Clerk said that, having opposed the line and having called on the Minister of Transport to investigate alternative routes, the board was now satisfied that the route through Umtentweni would be the best.

He said the impact study had shown that, provided the conditions were adhered to, the impact of the line on the local community would not be as serious as had been originally believed.

Another factor the board had considered was the warning by the Minister of Transport that any further delays would result in an unacceptable escalation of costs.

## Industry

There was also the fact that it would have cost R80 million to move the Port

Shepstone railway station inland. And it was evident from informal discussions with senior Railways officials and a member of the Port Shepstone Chamber of Commerce that there was no active support for this scheme.

Local industry and all sectors of the local populace would ultimately derive economic benefit from the cement factory which would create job opportunities and was of importance to the national economy.

Adopting this broad view, the board could not be influenced by 'the emotional attitudes of a minority pressure group'.

The Town Clerk said the minister had also given the assurance that no railway yard or shunting facilities were planned for Umtentweni and the board believed it would be 'mani-

festly unreasonable' not to accept the proposed rail link.

A spokesman for the pressure group which had asked the board to hold a referendum said the group was not letting the matter rest.

The president of the Port Shepstone Chamber of Commerce, which is spearheading a move to get the station moved inland to allow for development of a holiday mecca from Port Shepstone to Shelly Beach, reacted strongly to the reference to the cost of moving the station and to a meeting involving a member of the chamber.

Mr John McCormack said: 'I know of no meeting between my chamber and their chairman and I think they have sucked the R80-million cost of moving the station out of their thumbs'



# Lost tanker: R2m suit by owner settled

Nov 24/7/81  
3830  
269

AN ACTION involving R2-million claimed from the SA Railways and Harbours and two shipping firms over the loss of two tankers has been settled out of court.

A spokesman at Railways headquarters in Johannesburg confirmed yesterday a settlement had been reached in the case, in which the Japanese owners sued for the loss of their 40 000-ton scrap tankers off the Cape Peninsula coast four years ago.

But the spokesman said terms of the settlement were confidential. There had been no admission of liability by any of the parties involved and each party would pay its own legal costs.

The claimant was the Nissho-Iwai Company and the respondents with the SAR & H were South Africa's biggest shipping line, Safmarine, and the Yori-

gami Maritime Construction Company of Japan.

The Cape Town firm Trade Traffic (Pty), local agents for Yorigami, was also named a respondent in the case, set for hearing in the Cape Town Supreme Court on August 11.

Attorneys said the action would have been the first of its kind in South Africa.

## Stranded

The R2 177 982 damages claim arose from the stranding of the tankers, the Antipolis and the Romelia, between Camps Bay and Llandudno on July 28, 1977.

They were being towed by a Japanese tug owned by Yorigami, from Greece to Taiwan, for breaking up.

The tug had engine trouble in heavy seas, and also required bunkers and stores.

It was refused entry to Table Bay harbour by port authorities.

When the tug turned back to sea the tow cables fouled the seabed, and the Antipolis and the Romelia broke adrift.

The powerful Safmarine salvage tug Wolraad Woltemade tried to retrieve the Antipolis in the dark, but was seriously damaged on the shallow, rocky bottom and had to give up.

A marine court of inquiry found the groundings were caused jointly by the negligence of Table Bay port staff and the master of the Japanese tug, Kiyo Maru 2.

The court also criticised Yorigami for dispatching the tiny, 252-ton tug on a winter voyage around the Cape, towing two unmanned tankers, without adequate preparations. — Sapa.

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Prizes  
the best student in each of  
courses of Building Economics I,  
and III in the third, fourth &  
th years respectively.  
I : N D G Sessions  
II : A R Low Keen  
III : No award

Bell-John Prize  
For the best all-round student  
in any year of study.  
P C Key  
The Committee of the Western  
Cape Chapter of Quantity  
Surveyors' Prize  
For the student obtaining  
the highest marks in  
Professional Practice.  
P R Swift

PLANNING  
REGIONAL  
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SURVEYING  
(Continued)

RD 25/7/81 (269) 63

**Derailment  
'not sabotage'**

SIX tanker trucks, carrying diesel, were derailed at Radium, north of Pretoria, yesterday.

None of the tankers was ruptured and there was no immediate danger of fire, a Railways spokesman said. The line was not expected to be blocked for long.

No one was injured and sabotage was not suspected, the spokesman added. — Sapa.

M P Morke1

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greatest promise at the end  
For the student who has shown  
Student Planners Award

URBAN &  
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III: No award

II : A R Low Keen

I : N D G Sessions

For the best student in each of  
the courses of Building Economics I,  
II and III in the third, fourth &  
fifth years respectively.

LTA Prizes

P R Swift

Professional Practice.  
the highest marks in  
For the student obtaining  
Surveyors' Prize  
Cape Chapter of Quantity  
The Committee of the Western

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in any year of study.  
For the best all-round student  
Bell-John Prize

QUANTITY  
SURVEYING  
(Continued)



University

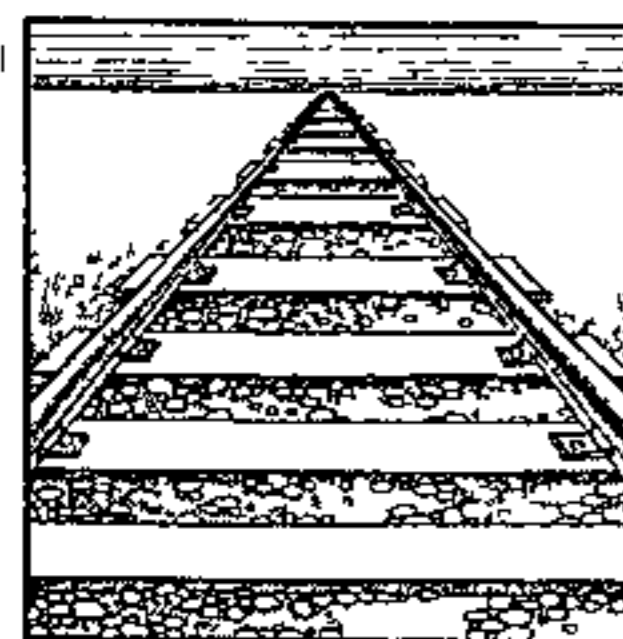
Any dishonesty will render the candidate liable to disqualification and to possible exclusion from the

- 4. Do not write in the left hand margin.
- 3. Names must be printed on each separate sheet (e.g. graph paper) where sheets additional to examination book(s) are used.
- 4. All answer books must be handed to the commissioner or to an invigilator before leaving the examination.
- 3. No part of the answer must be written on the reverse side of the paper.
- 4. Underlining, emphasis or for diagrams, for which pencil may also be used.

SAR & H

# Running out of steam

FM 26/6/81 (269)



Nearly 6 000 containers boxed in at City Deep — SAR can't cope, 2 Mt of export maize to be stockpiled until next year — no rail capacity; 1,1 Mt of coal that would normally be

exported through Durban stockpiled — no rail capacity.

Delays and bottlenecks caused by extraordinary demand for rail services are emerging everywhere, and the frustrations are mounting.

Yet economic booms are no more the fault of Railways than abundant harvests or hyperactive export markets. The upshot was an unprecedented 23% increase in demand for rail services between April and December last year. The predicament in which the SAR finds itself is thus understandable, if not wholly forgivable.

No one at the SAR & H is denying that the position is serious and both muscle and budget are being strained to bring things back to normal. The main export/import line between Durban and Johannesburg is undergoing major upgrading but that, in turn, is temporarily reducing capacity. The Richards Bay track and facilities are also being extended.

Part of the problem dates back to government's capex cuts in the late Seventies. Combined with chronic staff shortages, those economies have left the railways expansion programme years behind schedule.

Hence the stockpiles with ensuing losses to hundreds of firms and a negative rub-off on foreign earnings.

But if the SAR's predicament is understandable, its continuing obduracy over the use of private road transport is not. Why the hard-nosed attitude at a time when the SAR on its own cannot cope? GM Kobus Loubser and his assistant GMs answer in unison — If private enterprise is invited into the act it will cream off the high-rated traffic and leave SAR the unprofitable dregs.

Loubser defends the policy by saying that Railways must offset the cost of its social responsibilities, that it must recoup the losses incurred in carrying low-rated freight and passengers by retaining the

more profitable cargo. The SAR, he says, has to be protected.

Yet why should the SAR need that much protection — especially under current conditions? Granted private enterprise is not queuing to haul iron ore, coal or crops. But for Railways to hog the profitable traffic to subsidise export and other bulk freight is economic nonsense. If government decides in its wisdom that subsidies are necessary, the assistance should come directly from the Treasury. And business should remain free to choose its method of transportation.

Direct costs, after all, are not the only criterion. To some speed and delicate handling will remain more important. And in such cases, the first prize in spite of rising fuel costs (hopefully checked for the moment by the oil glut) will be conveyance by road.

Yet SAR, which is rapidly expanding its electrification programme, will remain best equipped to handle bulk freight at lowest cost. There is no other carrier capable of competing at the same level.

Some saw the 1978 Road Transportation Act as a welcome step towards easing the

movement of goods. On short haul runs the hopes have materialised. Others claimed — and still do — that the legislation does no more than strengthen the State's grip on long-haul transportation.

The Act sets out an intricate system of permits for the regular movement of goods by road. The permits, when issued, allow road freight to be moved only on a particular date and in particular circumstances with onus of proving necessity resting with the applicant.

If, in the opinion of the Transportation Board, reasonable facilities already exist, permits are refused. The list of goods exempt from permit requirements includes fresh and dairy produce, some furniture and domestic electrical appliances.

The need under current circumstances is for private enterprise to play a bigger role. Yet there are constant tales of woe from businessmen who need to move goods faster than SAR can do it but who cannot get temporary road permits — and not all applications involve high-rated goods.

One haulier, for example, was asked to



Railways' Loubser . . . time for a re-think on road transport



**quotable**

**By Abraham Lincoln**

You cannot strengthen the weak by weakening the strong. You cannot help small men by tearing down big men. You cannot help the poor by destroying the rich. You cannot help the wage earner by pulling down the wage payer. You cannot keep out of trouble by spending more than your income. You cannot further the brotherhood of man by inciting class hatreds. You cannot establish security on borrowed money. You cannot build character and courage by taking away a man's initiative and independence. You cannot help men permanently by doing for them what they could and should do for themselves.

move maize northwards and tea southwards by a foreign country. No go.

A company which is supplying a project in Zimbabwe found it counter-productive to rail goods because of breakages, delays and consequent time penalties. It can't get the necessary, temporary, permits. A local haulier with Zimbabwe permits can't obtain them either. So an SA company with the necessary permission is transporting by road to the border where a sister company with Zimbabwe permits takes over the trailers and moves them to destination.

A carrier which has Zimbabwe permits recently had to send his trucks to the SA border empty, tranship goods from a train, and carry on in Zimbabwe by road because he could not get local temporary permits.

At times the situation becomes almost Gilbertian. But, predictably, no transport



**Container stack . . . the size of the problem**

companies will go on record. They fear that public statements will mean the loss of whatever permits they already hold.

Yet Railways continues to insist that it has no say in the function of the transportation boards although it has the right to oppose applications. A counter by some authorities is that enough temporary permits have been issued to allow certain companies to build up entire businesses. And Loubser sticks to his guns, saying that while it has spare capacity SAR would "like to keep insisting" on doing the

job.

Jack Webster of the Professional Haulier's Association (PHA) says 50% of trucks plying between Durban and Johannesburg on any given night are doing so without permits.

So, clearly, the system is not only ponderous but ineffective.

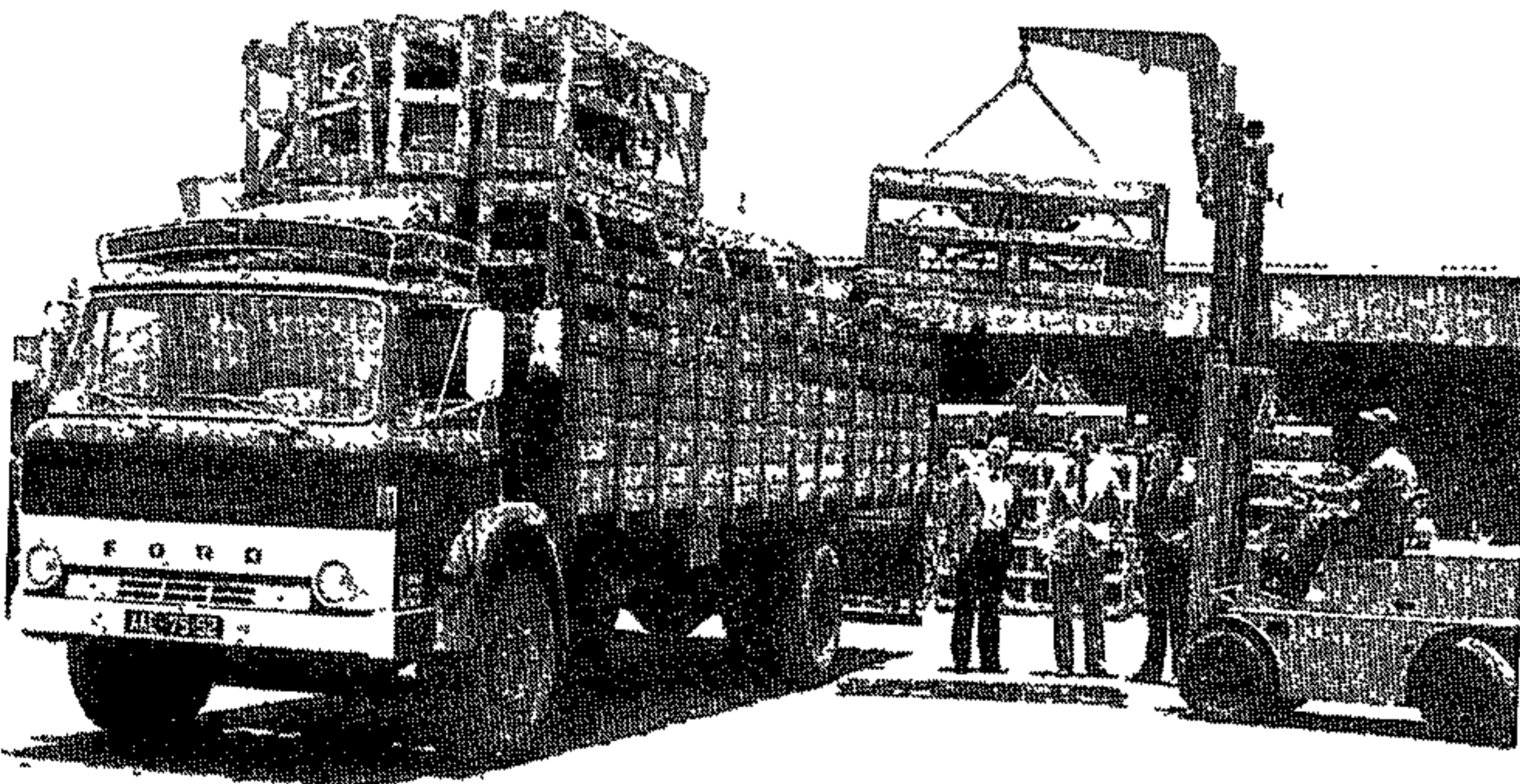
But the SAR feels that commerce and industry must share any blame. It says that the City Deep container fiasco, for example, has been partly due to the fact that private concerns are not interested in making use of the offer of a 24-hours-a-day service seven days a week. Spokesmen add that before the system was instituted, commerce and industry gave the idea their blessing.

The problem is aggravated by SAR's inability to attract and train sufficient drivers. Consignees want the right to move their own containers out of the depot, but the intricate stacking arrangement makes the idea impractical. The explanation for the refusal given to the FM makes sense.

To encourage companies to accept containers after hours, thought is being given to bumping up tariffs. Industry and commerce, in turn, are dead against the suggestion, claiming that they will be penalised for something which is Railways own fault.

Certainly, Loubser is careful to accept part of the blame. "It's no use our having an alibi," he says. "SAR needs more and better supervision of its operations and must move faster."

Agreed. But it also needs to shed its protective shell. Only a fool turns down an offer of help when he most needs it.



**Road transport . . . permit system is ponderous and ineffective**



# LTA company clinches record R21-m railway contract

S. Times 26/7/81 (269)

A CONTRACT worth R21-million — the largest electrification contract ever awarded by SA Railways — has been clinched by Industrial Electrical to electrify the rail line from Port Elizabeth to De Aar

Industrial Electrical, based in Selby, Johannesburg, is a company in the Mitec mechanical and electrical engineering division of the LTA group

Industrial Electrical will carry out the contract in association with the international Brown Boveri company, which is responsible for the design and engineering of the project

The rail distance from Port Elizabeth to De Aar is about 400km, but, with sidings and subsidiary tracks, Industrial Electrical will electrify a total of 774km, using the 25Kv AC system

By John Spira

Civil engineering work — mainly the casting of concrete foundations and the construction of masts — will be done by LTA Civil Engineering (South) under a R3-million sub-contract

Tony Orbach, managing director of Industrial Electrical, says that about 90% of the R21-million will be spent in South Africa — more than 30% of this on labour. At the peak of the operation 200 men will be employed. Work will begin on September 1 and be completed in 30 months.

Iscor will supply the 6 000 tons of steel required for the contract and the 800km of overhead wires will be supplied by Aberdare Cables of Port Elizabeth (aluminium)

and Union Steel Corp of Vereeniging (copper)

Brown Boveri will provide specialised equipment such as track isolating switches, section insulators and tension devices. SAR will make available a special wiring train consisting of reel trucks and coaches with flat-top platforms

An uninterrupted flow of rail traffic must be maintained throughout the contract, with the result that work on the track itself will be possible for only two hours in the mornings and two hours in the afternoons

The project will present major logistic challenges, as aggregate (crushed rock), water and other supplies will have to be transported over long distances through desolate parts of the country

14.

- (7) S.A. Medical Prof  
sity Medical Cent  
Dr. R. Brian Hay
- (8) I.U.A.T. Bulletin  
Health - A Polit  
Bernard, Past Se

13.

PAS. (12gm/day) 16,8c.  
Z (2gm/day) 13,44c.

## References.

- (1) Report of the Secretary for Health, 1977, Chapt. 2, P.7. "For the first time the Department is now in possession of reliable expenditure figures in connection with specific services ...."
- (2) Report of the Secretary for Health 1977, Ch.3, P.13, "The number of beds has gradually been decreased over the past few years and now stands at 12057."  
(See also annexure 12, P.66.)
- (3) Report of the Secretary for Health 1977, Annexure 6, P.55  
Tuberculosis, Expenditure 1976/77 R20 842 521; 1977/78, R19 547 960.
- (4) Overseas Report, Dr. H.H. Kleeberg, I.U.A.T., Annual Meeting, Istanbul, 24-28 Oct. 1977.
- (5) I.U.A.T. Bulletin Vol. 52, Oct. 1977, P.41.  
Tuberculosis: Too many Hospital Beds. (Abstract from Press Release WHO/20 2-6-77 & World Health Statistics Report, Vol 30, No. 1, 1977).
- (6) Amer. Rev. of Resp. Dis. Vol. 112, No. 6 Dec. 75, P.757,  
Tuberculosis Care in General Hospitals: Arizona's Experience, Suzanne Dandoy & Roberta Hansen.

METHODS

The technique used in all the studies was the Shakir Strip as described by Shakir and Morley (1974)<sup>4</sup>.

The Shakir Strip is a graduated band which measures the mid-upper arm circumference. This measurement changes very little in healthy children between the age of 1 and 5 years, but is decreased in children who have a low weight for age. Unlike

SUBJECTS AND METHODS  
SUBJECTS

CROSSROADS: This is a shanty town on the outskirts of Cape Town with an estimated population of 20 000 people. The first shacks were erected in the area in 1975. Most of the people came to Crossroads from the established townships of Langa, Nyanga and Guguletu since no new houses have been built there since 1966<sup>1</sup>.

Most of the adults came originally from the

# Foreign money may back drydock for PE

Finance Reporter

PAUL HOOGENDYK, the prominent Johannesburg businessman and industrialist who, for more than a decade has believed in and tried to get a giant ship-repair facility for Saldanha Bay, may throw his full weight and energy as well as the capital he has managed to raise overseas behind efforts to get a drydock facility for Port Elizabeth.

Hoogendyk last month had discussions with Henry Combe, spear-heading the effort to get the facility for Port Elizabeth. He said this week that he promised Combe that he "would not try to shoot down his efforts", but would examine his (Combe's) feasibility studies to see if Port Elizabeth would be a better proposition than Saldanha Bay.

"I have not been able to make up my mind, so will leave soon for overseas to let my people there examine both sets of feasibility studies — for Saldanha Bay and for Port Elizabeth — and let them decide which will be the most viable", he said.

But he added: "I have made definite contacts overseas — contacts with people who are most eager to

The main speaker at the conference on creativity is George Gribbin, formerly chief officer of Young and Rubincam, USA. He was the second advertising man to be elected to the American Copy Hall of Fame. Other overseas speakers include Tony Antin, director creative services for the Readers Digest, USA, and Bill Solch of the Retail Sales Newspaper Advertising Bureau. Among the local speakers will be President Lucas Mangope, Sol Kerner and Leon Louw. Creative people in this

Child.

On the basis of their arm circumference the children between the ages of one and five are divided into three nutritional groups:

- ARM CIRCUMFERENCE GREATER THAN 13.5 CMS.: These children are considered as being normally nourished.
- ARM CIRCUMFERENCE BETWEEN 13,5 and 12,5 CMS.: These children have mild to moderate malnutrition.
- ARM CIRCUMFERENCE LESS THAN 12,5 CMS.: These children are considered as being severely malnourished.

NQUTU AND NONDWANI: These two neighbouring townships

lie in the Nqutu district of Kwazulu which has an estimated population of 100 000 (79 690 in 1970 census). In 1954 the Tomlinson Report estimated that the area could support 13 000 people on a fully developed agricultural programme. The result of this over-population is that 90% of the heads of households seek work as migrant labourers<sup>2</sup>. The 10 000 people of Nondwani were originally living around Paulpietersburg but were resettled in



8/20/22/3/8  
269

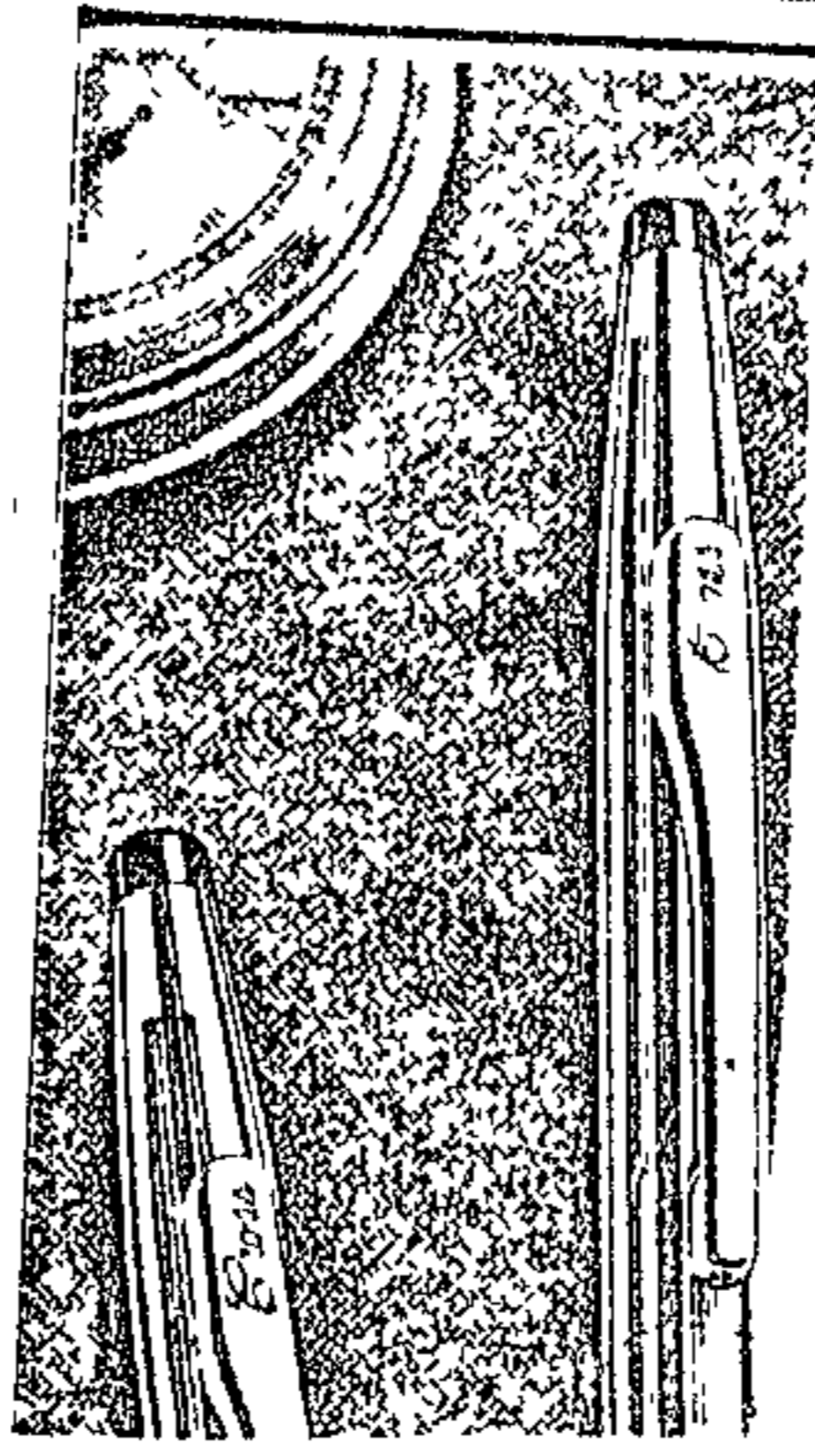
# Randburg's bus service expands

Jobus planners have introduced an additional peak hour bus service to Randburg's Beverley Gardens from the Magistrate's Court in Main Street, Johannesburg, from today.

"Since the introduction of the Jobus network in June we have faced the problem of overloading on the route 80 bus which has proved popular and successful," said Mr Paul Browning, public transport consultant to the National Institute for Transport and Road Research.

The present 4.30 pm bus to Beverley Gardens leaves Johannesburg five minutes earlier and the additional bus is slotted into the schedule at 4.35 pm.

Mr Browning said he hoped the extra bus would satisfy demand and passengers would no longer be left behind because of overcrowding.



COMMUNITY leaders and commuters are alarmed at the Railway Police commissioner's claim that crime on the trains is not as high as believed.

Reacting to yesterday's statement, Mr David Bloomberg, a city councillor, said statistics could 'be used to prove anything'.

The commissioner, Lieutenant-General J H Claassen, said although the Peninsula trains carried more than 12-million passengers a month, only about 100 crimes were reported.

Overcrowded trains did not contribute significantly towards the crime rate, he added.

#### 'DAMNED LIES'

'There are lies, there are damned lies and then there are statistics,' said Mr David Bloomberg, who was head of the City Council committee which investigated crime prevention in the Peninsula.

He said the commissioner's conclusions were contrary to what his committee had found.

'There are people living in Mitchell's Plain who will not use the trains under any circumstances.

'Were more people to

# Alarm at claim on rail crime

Aug 29/7/81

269

travel on these trains (the Cape Flats routes), the statistics could be different,' said Mr Bloomberg.

At yesterday's railways Press conference, an official said the most robberies were committed on the line from Netreg, through Philippi to Mitchell's Plain.

'It's obvious to me that they've taken the figures for this dangerous stretch and spread it out along the routes where there is hardly any crime. That doesn't make sense to me,' said Mrs Roslyn Joyce, commuter and head of the Tenants' Association in Manenberg, which is on the Netreg/Mitchell's Plain line.

Her 17-year-old daughter gave up her job

in Epping because of the violence.

'She decided to stop using that route when a group of men with guns boarded the train one night and robbed people,' said Mrs Joyce.

#### GANG RULE

Mr Don Pinnock, of the University of Cape Town department of criminology — his book on Cape Flats gang rule will be published soon — said that although there were not definite statistics, it was clear that gangs were terrorising people on train routes.

Mr Mark Abrahams, head of the Bonteheuvel Civic Association, said that in the past month he had been told that several residents of the Bonteheuvel area had been moles-

ted or pickpocketed, often at peak hours on Thursday and Fridays.

With the proposed increases in bus fares the 'situation would only get worse.'

According to Mr Eddie Kai, secretary of the Combined Mitchell's Plain Residents' Association (Compra), 'while one may argue with figures, the people argue with realities.'

There was a growing feeling of insecurity among the residents of Mitchell's Plain and 'while I concede that one cannot blame the railways for a crime of society, there must still be a realistic level of security on the trains.'

#### AMAZED

'What amazes me is that on the third-class coaches the conductors themselves are often intimidated. At times conductors cannot even get into the coaches, much less exert any control.'

He suggested the railways step up schedules, add more coaches to trains and bring forward the proposed 1984 opening of a second line to Mitchell's Plain.



# Toyota profit up R10.2-m to June

1981 2/109 94 By Mervyn Harris

Toyota SA, the country's leading carmaker, raised taxed profit from R5,6-million to R15,8-million in the half-year to June, reaping benefits from the boom in the industry.

The interim dividend has been increased by 150 percent from 20c to 50c a share and dividend cover was lifted from seven times at the end of December to 7,8.

Earnings a share rose from 136,5c to 300,2c after an amount of R9,1-million was deducted for the introduction of the LIFO method of stock evaluation.

Turnover was up 67 percent to R271-million against R162-million in the same period last year.

Retained income of R13,8-million is only R7-million less than that for the year to December 1980.

The company increased market penetration from 15,2 percent at the end of June last year to 19,3 percent.

Retail sales of all products rose from 28 263

units to 41 646 units but the company is cautiously optimistic for the next six months.

Mr Bert Wessels, vice chairman of Toyota, said that sales of commercial vehicles exceeded expectations with Toyota increasing its share of the market from 26,2 percent to 30,9 percent.

### LEVELLING OFF

He said that the market for commercial vehicles was increasing and sales, especially of diesel vehicles, would sharply increase this year before implementation of the Atlantis Diesel Engine programme.

The sharp rise in interest rates and the shortage of money was, however, beginning to influence the private sector of the car market.

There were signs of a levelling off in this market, but the tempo of fleet deal sales, a market in which Toyota was strong, seemed to be increasing.

Dr Albert Wessels, chairman of Wesco Investments, announced at the company's annual meeting yesterday that Toyota is to become a subsidiary of Wesco after increasing stake in Toyota from about 49 percent to more than 50 percent.

The principle of a subsidiary relationship for Toyota had been considered for a long time and would improve the consolidated results of Wesco and strengthen the underlying capital base.

Wesco's financial year end will be changed from June to December to bring it in line with Toyota.

12 reported. (J.H. Levenstein, 1976)

- 9 -

### DISEASE

It has been shown that the well trained general practitioner can handle 90% of illness presenting to him. It has also been shown that the under-graduate sees little of this pathology in the ward teaching hospital - something less than 1%. The four groups of which are of special importance to the general practitioner have identified

- (a) Common disorders which usually have a benign outcome but which occasionally have serious complications, e.g. rubella in the early of pregnancy.
- (b) Early diagnosis. Those conditions in which early diagnosis and treatment are necessary to forestall serious outcome, e.g. depression and malignant disease.
- (c) Chronic disorders like hypertension, diabetes and chronic which require continuing care.
- (d) Emergencies where prompt and urgent treatment is essential or life-saving, e.g. myocardial infarction. Myocardial infarction is of special importance because period is in the first four hours, usually before the patient has reached hospital. In a project carried out in Cape Town it was demonstrated that prompt treatment by the educated general practitioner diminished the devastation from myocardial infarction to a level lower than any previously

has a special importance in the care of the dying patient and the bereaved family, the special responsibility of the general practitioner.

Present Situation: (Table 9 shows Membership, Contributions & Benefits) At present, one firm, South African Preserving, at Tulbagh, have given permanent workers the option of belonging to Cape Medical Plan. In this case the employer pays 2/3 (about R15 per month) of the contribution to the Cape Medical plan. This factory still belongs to the Food and Canning Workers' Union fund, however, so that seasonal workers will be covered.

Members retain benefits for two months after they stop working. This is because of the seasonal nature of the food industry in which most workers are laid-off for part of the year.

The fare increases are for

Bus fare rises of 15 percent for Johannesburg commuters come into effect this weekend.

From August 1 the charge to bus passengers using coupons will be up by 12,86 percent.

Single fares will increase from 35 to 40 cents on cash fares and from 20 to 23 cents on coupon tickets.

Increases were announced in May and originally planned for introduction in September, but at the urging of the City Treasurer, Johannesburg's transport department asked the Local Transportation Board to expedite the increase.

white, coloured and Asian passengers.

Pensioners continue to pay the same fares — five cents for a cash trip and three cents for a coupon holder.

Mr Les Pettey, general manager of the transport department, said the increase is unlikely to lead to a drop in patronage.

"The current inflation rate and increases in salaries make the 15 percent increase in fares insignificant," he said.

Old coupons will be valid until August 7 and unused coupons can be redeemed at the City Hall. Season tickets are valid for a calendar month, a municipal spokesman said.

out-patient fees at provincial hospital to compare to some extent the cost which would be borne by the workers if he/she did not belong to a medical aid or medical benefit scheme.

The in-patient fees for patients at provincial hospitals are the following:  
Teaching hospitals: Ordinary cases: (General Wards) R14, per day (plus primary fee); Ordinary cases: (semi-private wards at own request): R10,00 (plus primary fee applicable to tax payers); Ordinary Cases: (Private wards at own request.) R19 (plus primary fee applicable to tax-payers.) The primary fee is the initial admission fee.

2. Non-teaching hospitals. Ordinary Cases (General wards): R12,00 (plus primary fee); Ordinary cases (semi-private wards at own request): R13,50 (plus primary fee applicable to taxpayers, ordinary cases (Private wards at

4. Food Industry Medical Benefit Fund Administered by the Food and Canning Workers Union.

There is no Industrial Council in the Food industry. Instead, a conciliation board of employer and trade union representatives is in operation.

This scheme falls under Medical Schemes Act. It has to apply for yearly exemption from certain provisions so far this has been granted.

The sick fund consists of about 13 workers representatives. This is called the central committee. Quarterly meetings are held with employer and worker representatives. Other meetings are held only with worker representatives present. Every factory is meant to have a medical committee whose representatives are elected at meetings at the various factories. Representatives on the medical committee usually work part-time for the fund. At Ashton and a Paarl there is one full-time worker.

This fund was established in 1950. At this stage only four canning firms participated. In the first year the income was just on R2 000,00 with an average membership of 1 540.

When the fund started the contributions were 2½c a week. By 1955 had risen to 5c a week. The average membership had increased by nearly four times in 1956/7 and stood at just over 4 000. In 1957 panels of doctors were set up and free medical attention was paid for. (up until the only sick benefit had been pay).

In 1958 clinics were set up. The staff consisted mainly of first-aid attendants and nurses. Panel doctors attended lunch-hour clinics at factories as well as seeing members at their surgery.

Mass X-ray programmes for detection of Tuberculosis were started in 1958. In 1959 free dental treatment up to a limit of R2,00 a year was introduced.

In 1960 the limit on free medicines was raised from R4,00 to R6,00 and that on dental treatment was doubled. Clinics were now operating in all member factories except Wolseley and Worcester.

Between 1960 and 1973 medical/dental benefits have increased by over four times and now run at more than R20 000,00 a year.

In 1969 the Fund was registered in terms of the Friendly Societies Act. It held dual registration with the departments of Health and Finance. (The latter has now been waived.)

In 1972 the first mass immunization against influenza took place.

Over 3 500 workers were immunized at a cost to the Fund of R2 659,00. This was repeated in 1974.

This has not been done since, as there are doubts as to its effectiveness.

**GENERAL NEWS**

*Star*  
**Bus fares going up**  
 29/7/81 (269) (B329)  
**15 pc this weekend**





# Loots offer of

SAR aid to <sup>8er</sup> 30/7/81

# neighbours

269

Transport aid was the best assistance South Africa could offer a developing country, Mr H A Loots, chairman of the SA Division of the Chartered Institute of Transport and deputy general manager SA Railways, said in Johannesburg.

Opening the Itec '81 transport exhibition at Milner Park showgrounds, he said: "We have the knowledge, experience and technology to help developing African countries.

### PROVEN LINES

"We have proven lines of communication, mainly through our transport and trade routes, which are of immense value to our neighbours and can be of equal value to other nations.

"Some of the railway systems of the subcontinent are approaching the point where their rail, road and harbour systems can no longer cope with traffic demands.

"We maintain that South Africa is most favourably suited and equipped to be of practical assistance to these countries."

### DEVELOPMENT

Mr Loots said that by supporting the Itec conference and exposition, the first and largest of its kind undertaken, delegates were making an indirect contribution to maintaining stable economic development in the subcontinent.

"We consider this will ultimately be more beneficial to advancing nations than MiG fighters, tanks or missiles.

"The lines of communication already exist and all that is now required is to extend them so that everyone can share in the enormous resources with which we are endowed."

### WORLD No 2

Mr Loots said that South Africa, which had only six percent of the continent's population, had 50 percent of its entire locomotive and rolling-stock fleets, 42 percent of the continent's cars and 48 percent of tractors.

South African Railways 1981 expenditure of R1 600-million put it in second place only to France in terms of the world's published capital expenditure.

PUBLIC<sup>2</sup> SECTOR —  
TRANSPORT — GENERAL

2/8/81 — 31/12/81



# Container

# Crisis

# Will

# end soon

S. Tubane  
2/18/87

(269)

THE CONTAINER crisis which has clogged the rail line between Durban and the City Deep depot for months, creating ever increasing nightmares for importers, should be over by the end of this month.

Following representations by the South African Shipping and Forwarding Agents Association, Assocom, and other interested bodies a couple of weeks ago, the railway authorities have introduced several positive and sophisticated measures which are making effective inroads into the backlog.

The biggest problem, that of a computer breakdown, has now been solved and this vital link in the entire container system appears to be running fairly smoothly.

SAR, in a major breakthrough in policy, is also allowing members of SASAFAA access to its computer information.

For the past 10 days association members have been able to rent terminals at their offices at a cost of R250 a month which enable

them to see playbacks of a daily magnetic tape provided by the railways on container movements.

Says SASAFAA president Gordon Canning: "We have been working for three years on the idea of the railways providing us with this information. Now they have agreed.

"Although it won't directly affect the backlog it will give customers instant information on containers which will cut out the enormous number of telephone calls each day that have been necessary.

"Obviously the tape is an edited version on information available because there are still areas of the operation that SAR wish to retain as confidential.

"We can process this information through a computer bureau of our choice and get direct readouts on our terminals. So far there are 25 terminals in Johannesburg and about 12 in Durban."

Other new action taken by the railways includes the moving of certain staff from the harbour to City Deep to

By MIKE PEIRSON  
Finance Editor

assist with the mound of documentation.

More container road vehicle drivers are to be introduced in Johannesburg within the next few weeks, to

SAR has its own driving school which trains the specialised kind of driver required for container vehicles.

A further 80 are expected to qualify at the end of the month and another batch will then start training.

"At present there are 408 drivers," says Canning. "It is important to have excess to counter absenteeism, because it is at the off-take end on the Rand where the big hold-ups can occur.

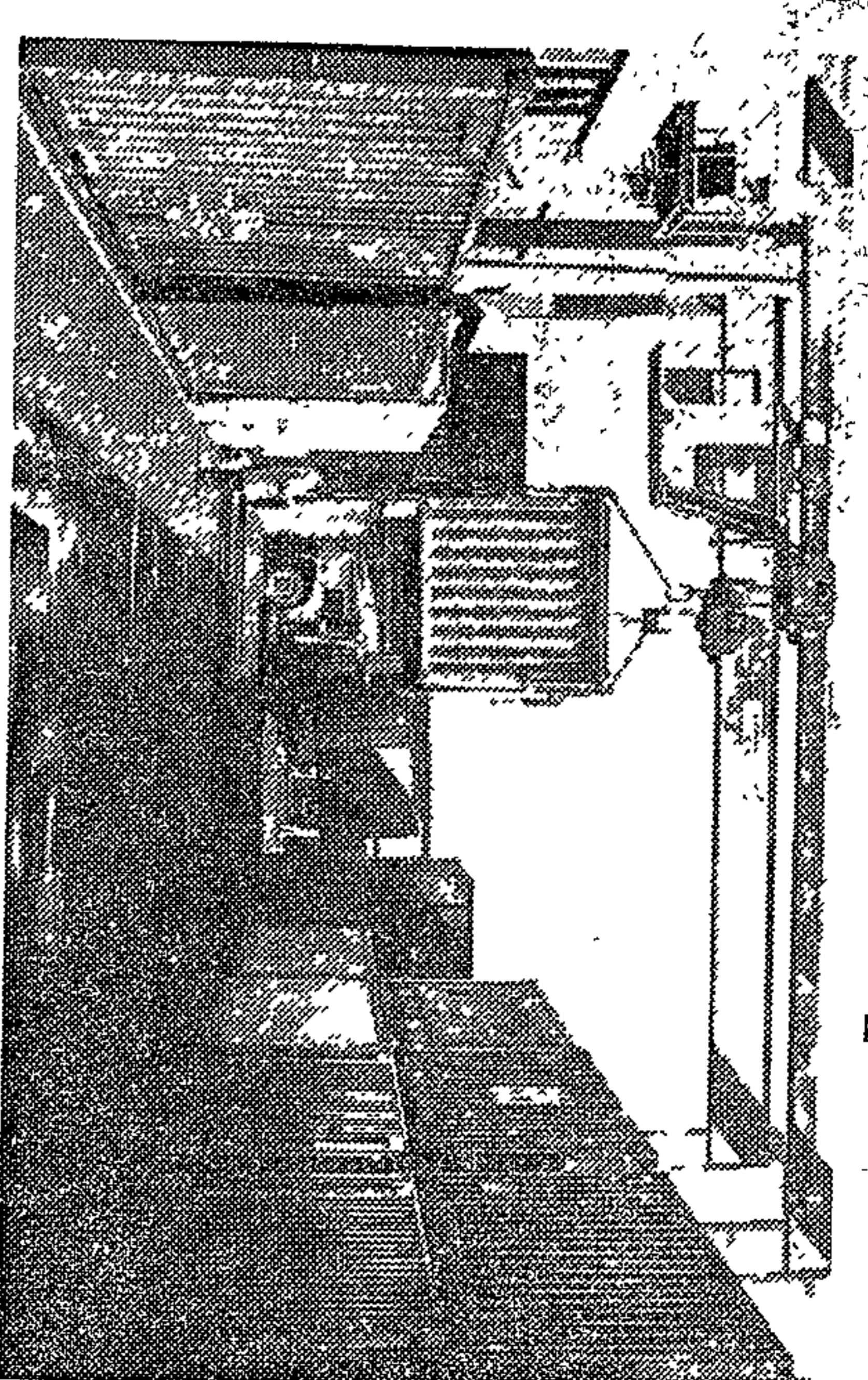
"An additional problem has been that in the past the private sector has had a habit of stealing these drivers after training."

For a trial period of three months (which began on July 1) SAR are treating Saturday as a non-working day. This means companies who are prepared to take delivery on a Saturday will have the additional leeway of two extra days

to unpack their containers.

"This move is to encourage firms to take advantage of the weekends," says Canning.

The railways are hoping the backlog of containers will be fully cleared by the end of this month, despite the fact that August has a high proportion of input from the European sector.



CONTAINERS . . . move quicker with sophisticated new measures

to unpack their containers.

"This move is to encourage firms to take advantage of the weekends," says Canning.

The railways are hoping the backlog of containers will be fully cleared by the end of this month, despite the fact that August has a high proportion of input from the European sector.

"Public enemy number one to the container system is the public holiday," explains Canning. "It was after the last Easter and late May public holidays that the present crisis developed.

"Much blame falls on the users who tend to close down their factories over the holiday periods without making any provision for the handling of containers. There is a distinct lack of consideration on their part.

"Normally City Deep can clear 500 containers a day. During the last long weekend they were only able to clear to the user 350, for instance. This is how the backlog starts."

So concerned are SASAFAA with the public holiday menace they have arranged another meeting with SAR later this month to try and find ways and means of alleviating potential difficulties over the Christmas period.

Published by the  
Please address



*How* S.A. Railways and Harbours Administration: maize crop  
*State* 14. 1981-82 (269)  
 17. Mr. P. A. MYBURGH asked the Minister of Transport Affairs:

269

What percentage of the 1981 maize crop destined for export will the S.A. Railways and Harbours Administration be able to handle (a) with and (b) without overtime being worked?

†The MINISTER OF TRANSPORT AFFAIRS:

(a) and (b) The South African Railways Administration in collaboration with the Maize Board aims at exporting 5,3 million tons of maize/grain sorghum per annum (approximately 70 per cent) out of an estimated exportable total of 7,7 million tons originally envisaged by the Maize Board. This is the greatest tonnage ever; the previous record was 4 million ton. To achieve this rate additional trains have to be scheduled.

Since the maximum rate of 5,3 million tons is dictated by the infrastructure (trucks, line capacity, train staff, etc.) on the railway portion of the export transport chain, optimum overtime working at harbours cannot contribute to any significant manner to improve on the figure of 5,3 million tons

25 000

*How* S.A. Railways and Harbours Administration: maize production  
*State* 14. 1981-82 (269)  
 18. Mr. P. A. MYBURGH asked the Minister of Transport Affairs:

Whether any steps are being taken by the S.A. Railways and Harbours Administration to augment its (a) storage and (b) transport facilities in order to handle the increase in maize production; if so, what steps?

e-invest, the present value of solution.

110 000	85 000	25 000	25 000	16 362
100 000	85 000	15 000	15 000	18 000
15 000	15 000	15 000	15 000	18 000
48 000	48 000	48 000	48 000	48 000
8 000	8 000	8 000	8 000	8 000
6 000	6 000	6 000	6 000	6 000
27 000	27 000	27 000	27 000	27 000
(20 000)	(20 000)	(20 000)	(20 000)	(20 000)
2 000	2 000	2 000	2 000	2 000
40 000	40 000	40 000	40 000	40 000
32 000	32 000	32 000	32 000	32 000
19 200	19 200	19 200	19 200	19 200
33 361	33 361	33 361	33 361	33 361
64 786	64 786	64 786	64 786	64 786

15 WEDNESDAY,

The MINISTER OF TRANSPORT AFFAIRS:

(a) No; not at this stage, as agreed in consultation with the Maize Board.

(b) Yes; the line to East London is presently being electrified and the line capacity is being improved. Work should be completed during the middle of 1985 and 1986, respectively.

∴ P.V. Factor required  
 The annual profits would be  
 If tax were ignored, the  
 (c)

Note that if the company  
 such a course of action is  
 (b)

PRESENT VALUE  
 Profit at 60%  
 Profit and rear allowances

TOTAL CASH COSTS  
 Advertising  
 Add back: Depreciation  
 Fixed costs  
 Variable cost

Material cost p.a.  
 Turnover (units) p.a.  
 Annual profits in cash  
 (85 000 - 40 000) @ 40%

Recoupment on old machine  
 Less: Proceeds old machine  
 Cash requirement  
 yo (1,00)



national firm, select certain products within those branches, and financial transactions on certain days. Apart from reducing the 'spread' of the actual data-gathering operation, we need only have lists of population items for random samples drawn in the final stage, not for the entire firms' operation.

We shall only examine the case where we have  $M$  clusters of the same size  $L$ , and choose  $k$  members at random from each of  $m$  randomly selected clusters.

(Two-stage cluster)

An estimator for  $\bar{X}$  is

$$\bar{x}'_1 = \frac{1}{m} \sum_{i=1}^m \bar{x}_i$$

# Plan for better S suburbs train service

Municipal Reporter

THE SOUTH African Railways intends improving the southern suburbs railway service by constructing lay-by tracks and an additional platform at Steenberg station which would enable trains to make return journeys from this point

But fears expressed in an Afrikaans newspaper report that this expansion would endanger the ecology of Steenberg bird sanctuary and cause noise pollution were unfounded, Mr W. K. van Agwonen, assistant chief superintendent (operating) for the Cape Western system of the SAR, said yesterday.

The plan was to build two change-over lines on the western (mountain) side of the existing Steenberg station on SAR-owned land at present occupied by garbages and a number of tin shacks. The tin shacks were on the eastern side of the line and do not therefore obstruct any view from the station.

The proposals were being studied by Cape Town City Council's town planning department which administers the nature reserve with a subsidy from the Provincial Administration.

Mr Van Agwonen said a sheet to be prepared as to build an extra platform at Steenberg. This would allow trains to stop here for return journeys to Cape Town without detouring other trains

making a through-journey to suburbs such as Fish Hoek. Up to now, virtually empty trains had to continue to Fish Hoek.

If they could turn at Steenberg, the SAR would be able to add four more trains during morning and afternoon peak hours to improve the service for especially the colour of population using stations such as Retreat and Steenberg.

The lay-by lines would also be constructed to allow trains to remain at Steenberg overnight which would prevent unnecessary movement back to depots after these trains had emptied at Steenberg and could not be filled economically on the return

As with straty for a given set Var( $\bar{x}$ ) can be

As with straty for a given set Var( $\bar{x}$ ) can be

(8.43)

sample rather

(See (8.39))

(8.42)

(8.41)

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**Bus fares to go up  
in Pietermaritzburg**

Pietermaritzburg Bureau

BUS fares will go up one cent on Monday, the city's Director of Transport, Mr D D Schumann, has announced.

The fuel price hike is expected to cause additional expenditure of R325 680 to the Pietermaritzburg transport department next year.



## New transport bill published

CT 7/8/81 (269)  
HOUSE OF ASSEMBLY

A bill consolidating and streamlining the country's transport services under a single new government department, to be known as the Department of South African Transport Services, was published here yesterday.

It provides for the railways and harbours, road transport services, pipeline services and air services to

be carried on by the General Manager and for a South African Transport Services Board to replace the old Railways and Harbours Board.

The Bill sets out the regulation and structure of the new department in line with the directives of the Prime Minister's aim to streamline and consolidate government departments. — Sapa

# Step up use of port, says chamber

02/09 Ev Pat 8/8/77

ALARMED at the fall-off in cargo moving through Port Elizabeth the Port Elizabeth Chamber of Commerce has approached the general manager of the South African Railways and Harbours and the South Africa Far East Conference organisation with suggestions on how to step up utilisation of the port.

Facts and figures supplied by the chamber show how under-utilised the port facilities are.

The present container throughput at Port Elizabeth is about 7 400 TEUs a month — yet the throughput can easily be increased to 12 500 TEUs/month without any addition to the present equipment.

With the addition of one container crane, this could be increased to 16 650 TEUs/month.

The chamber points out that the SAR&H has provided Port Elizabeth with a container terminal at a cost of about R80 million, and since its opening in 1977 the terminal has compared favourably with terminals elsewhere in the world in respect of equipment and backup facilities, while the handling figures achieved have ranked the terminal as a world leader.

Port Elizabeth also has commercial berths which for the period January, 1979, to March 1981 had an average utilisation of 52% against a figure of about 80% for Durban.

The chamber says that shipowners' agents estimate that the turn-round time of general cargo vessels at Port Elizabeth is half of that of Durban.

In a letter to the SAR&H, the chamber says:

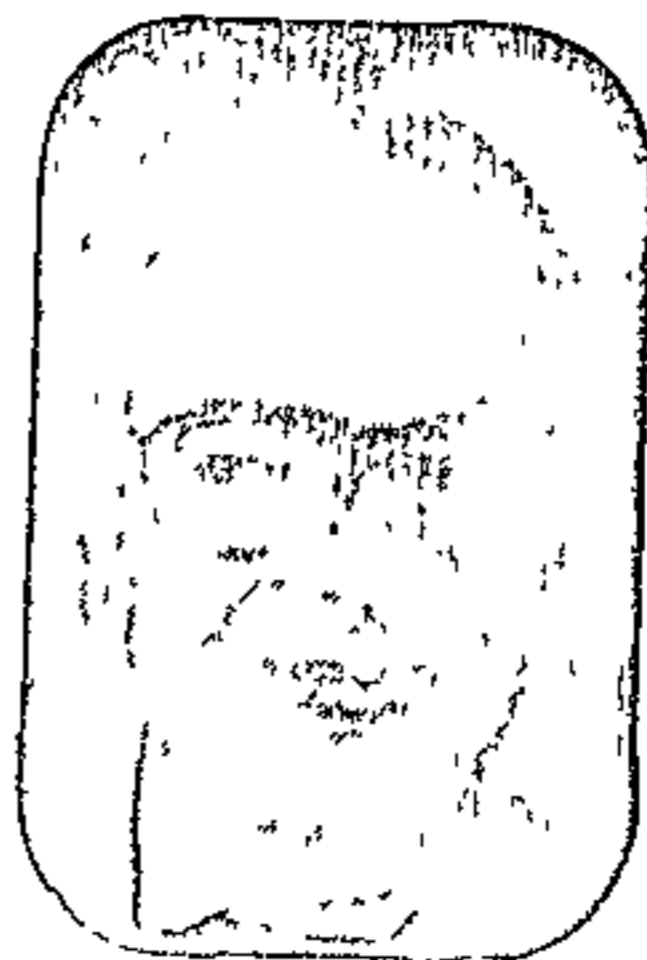
"During the winter months of 1980 your administration requested a number of selected shippers, who were normally using Durban as an export port, to re-route their cargoes via Port Elizabeth at the same rail rates that would have applied had they used Durban."

This diversion was of a temporary nature, but during the few months that the cargo was handled through this port there were no delays and the port clearly demonstrated its ability to handle additional tonnages in its normal efficient manner.

"This chamber recommends that such cargoes that were re-routed during the winter of 1980 be permanently moved through Port Elizabeth up to a tonnage equalling the maximum capacity of the port's general cargo and container facilities, at rail rates which are equated on Durban."

"This chamber believes it is in the interests of the overall economy of South Africa that expensive facilities such as have been established at Port Elizabeth should be used to the full capacity."

"Furthermore, the temporary re-routing of cargo is an uneconomic exercise when taking into account not only the railways and port involvement



By Fred Roffey

Business Editor

but private enterprise which has to provide warehousing, handling equipment, agency staff, etc, at both ports of export.

"Should there be a permanent diversion of the cargo to Port Elizabeth, as recommended, then the necessary infrastructure would be established at one port, thus creating an overall cost saving."

The letter points out that in the same way the Railways Administration would not be involved in having an unproductive staff in Port Elizabeth for many months of the year.

In its approach to the South Africa/Far East Conference, the chamber says that in view of the South Africa/Far East trade being fully containerised from 1982, the chamber recommends that the members of the conference route all containers manifested for Johannesburg through Port Elizabeth.

"It is generally known there is congestion on the Durban City Deep route which results in delays," says the chamber in a letter to the conference.

"The routing of South Africa/Far East traffic along this route will greatly aggravate this, and we accordingly submit that you will be offering the importers and exporters a better service if the next closest container facilities down the coast — that is, at Port Elizabeth — were to be used."

"This has recently been borne out by certain experiments that were conducted by a number of importers, who re-routed their Transvaal-bound containers through Port Elizabeth and found that both transit and clearance times through City Deep were far shorter than had they been

**DOWNTOWN COPY CENTRE**  
 100 RIVERVIEW AVE. 100 RIVERVIEW AVE.  
 PHOTOCOPIING  
 REPRODUCTION



8/8/81 (269)

# PE ber

sent via Durban "

The letter says the only factor which could weigh against using the Port Elizabeth/City Deep route is the existing box rate tariff

It points out that freight rates are equalised to all ports in the Cape Town-Durban range, yet Johannesburg — which with the introduction of containerisation was officially declared a port — does not have equalised rates.

This means that ports other than Durban are at a disadvantage

"However, it is our belief that should you take a policy decision regarding routing Far East traffic through Port Elizabeth, you will be in a position to negotiate a special box rate from Port Elizabeth to City Deep with the Railways Administration, who we feel would welcome the additional traffic through the Port Elizabeth terminal and the increased use of unit trains from this port to City Deep

"In addition, if the Government could be persuaded to pursue its principle of equalisation to include City Deep then any cost disadvantages would automatically fall away." says the letter

4/19/81  
**SAA has deficit of R54,2-m** (269)

THE ASSEMBLY—Domestic and international services of South African Airways showed a total deficit of R54,2-million for the 1979/80 financial year, the Minister of Transport Affairs, Mr Schoeman, said yesterday.

Replying to a question by Mr Philip Myburgh (PFP, Wynberg) he said the figure for the domestic service alone could not be determined.

The system of accounting used by the airways does not provide for expenditure of the various services to be accounted for separately.

“For managerial purposes, statistical calculations are made to assess the profitability of the various services,” he said.

\*\*\*

The Minister of Co-operation and Development, Dr Koornhof, said he was given the wrong information about the number of houses completed in Alexandra Township and wished to set the matter right.

In reply to a question by Mr Dave Dalling (PFP, Sandton) on Wednesday, he had said that 50 houses had already been completed by his department in Alexandra.

“I wish to apologise to the member as I was given the wrong information.

To date only nine houses had been erected and 50 erven had been made available and provided with services, Dr Koornhof said.

\*\*\*

It was expected that the Atlantis diesel engine project would result in a 20 percent average increase in the price of tractors, the Minister of Commerce and Industries, Dr de Villiers, said.

Replying to a question by Mr Philip Myburgh (PFP, Wynberg) he said the extent of the price premium was not yet known.

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# Railways enter capital market

SAR  
269  
10/85

## Own Correspondent

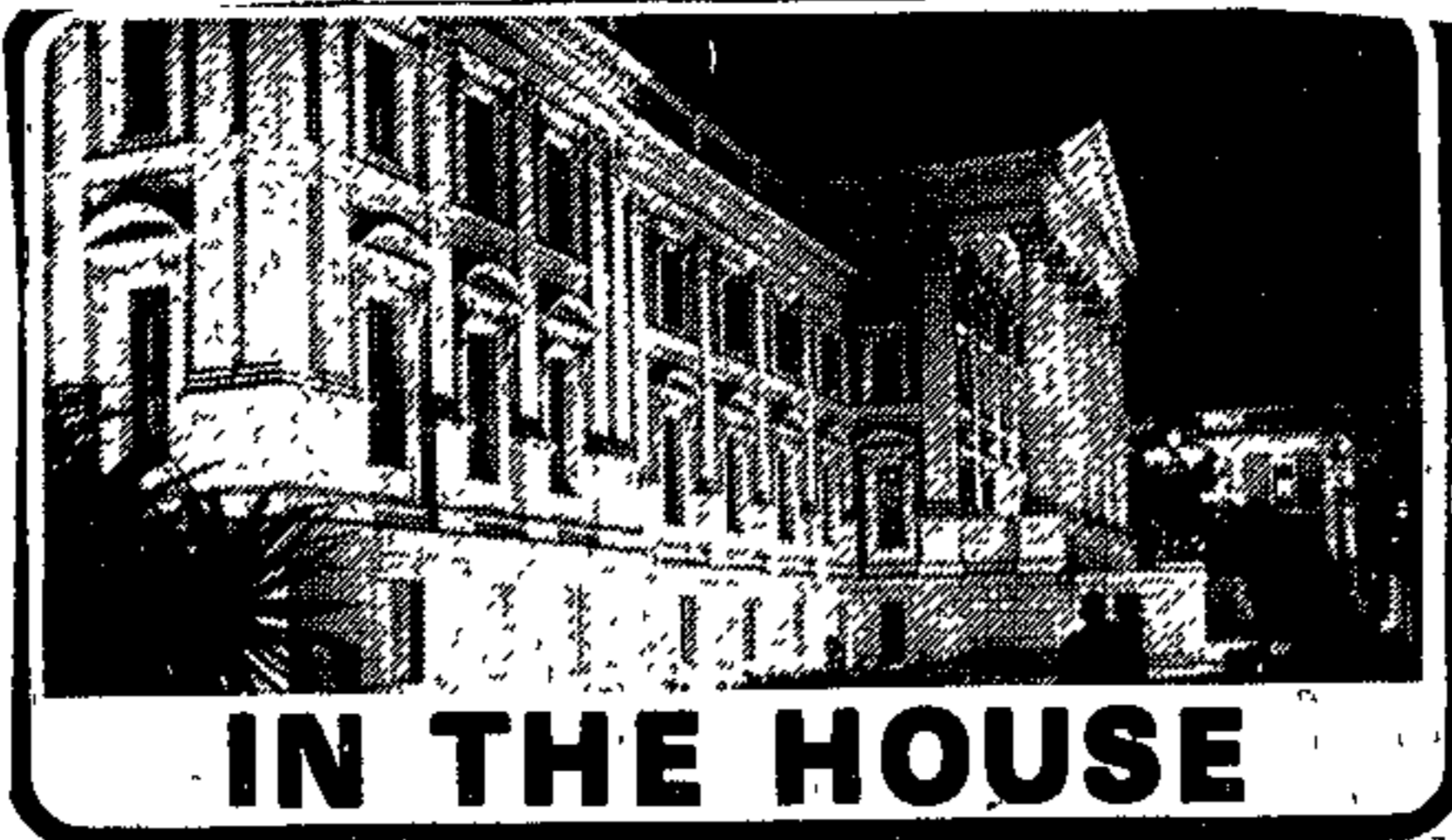
Approval has been granted in principle for the Railways to enter the domestic capital market in its own name.

Seconding the acceptance of the report of the board of directors and the financial statements of Volkskas yesterday, the General Manager of the SAR, Dr Kobus Loubser, said the SAR's greater financial independence of necessity meant that the financial structure should

comply with the normal requirements applicable to a business undertaking.

"In recent times, greater attention has consequently been accorded to self-financing in order to bring the Railways' debt ratio within acceptable norms.

"Since 1973, the Railways has negotiated loans on the foreign capital markets in its own name and at present a considerable percentage of its loan requirements is obtained from that market.



# Railways audit reveals some poor contracts

CT 11/8/81  
(269)

HOUSE OF ASSEMBLY. — Shortcomings and unsatisfactory provisions in contracts entered into by the Railways led to disputes, arbitrary settlements, amendments, or the need for legal opinions, the Auditor-General, Mr W G Schickerling, says in his report on the 1979/80 Railways accounts.

The report, tabled in the Assembly, says a large number of queries and observations on various aspects of financial transactions, accounting procedures, had been addressed to the general manager, Dr Kobus Loubser, and his departments during the course of the audit of the railways administration accounts.

In his introduction, Mr Schickerling says the accounts and balance sheet reflect a true and fair view of the financial affairs of the South African Railways and Harbours administration, subject to relevant remarks contained in the report.

Mention is made, he says, of other important matters and transactions not satisfactorily concluded.

## Shortcomings

Shortcomings and unsatisfactory aspects of contracts included.

● "Contracts of a divergent nature in the conditions of tenders and standard contracts entered into, but mainly in respect of price escalation provisions.

● "The use of a wrong cost index in a tender which, according to legal opinion, was binding on the administration, as a result of which the administration had to pay an additional amount of R35 673

● "Vague conditions in a contract in regard to completion dates which led to different interpretations and had to be amended.

● "The acceptance of erroneous and impracticable tender conditions in regard to price escalation which necessitated considerable amendments to the contract conditions.

● "The acceptance of an erroneous statement in a tender relating to the inclusion of customs duty in the price which led to the payment and recovery of R207 054 by the administration.

● "Ambiguous provisions in regard to currency fluctuations on imported material which led to a claim by the administration of R191 553.

The claim was settled for R85 500 on an arbitrary basis.

● "The inclusion of an escalation clause in a contract was recommended by the tender board but not approved, as required by the relative regulation. A claim of R1421 969 in respect of price escalation paid as a result of this amendment was considered by the administration but was abandoned, apparently because legal opinion was that it could have led to a law suit in the appeal court."

## Approval

Mr Schickerling says that various inquiries about these incidents had been directed to Mr Loubser who had informed him that a task group appointed to investigate all aspects of contracts had made recommendations which would be implemented over a period of time.

The report also lists 11 transactions in excess of R400 000, for which ministerial approval was obtained in terms of tender board regulation 24, which empowers the general manager to obtain quotations instead of tenders for the supply of services, stores or material if he is satisfied it would not be in the administration's interests to call for tenders.

The regulation entitles the general manager to transact the business subject to the consideration and recommendation of the tender board, or the approval of the minister if the matter cannot be submitted to the tender board because of urgency or exceptional circumstances.

## Aircraft

"During the financial year the tender board recorded 104 cases of contracts for purchases or services, each exceeding R50 000 in value, for which ministerial approval was obtained in terms of this regulation. The total value of these contracts was R317,8 million."

The transactions included:

● The purchase of one Airbus, two Boeing 747 and 12 Boeing 737 aircraft for R254 146 684.

Five contracts to the value of R10,9-million for concrete sleepers and fasteners for which inquiries were confined to certain firms

● The purchase of R4,5 million worth of electrical signalling equipment for which inquiries were limited to four firms — Sapa



## A new generation

FM 14/8/81

The SAR will soon award tenders for the construction of a new generation of suburban trains slated to come into service on selected high density passenger routes in 1983.

Proposed routes will probably include the Soweto/Johannesburg line, Reef lines, and the Pretoria/Mabopane, Cape Town and Durban suburban areas.

Director of passenger services Barry Lessing says two-and-a-half sets of 14-coach prototypes are expected to cost R20m. Competing for the tender are consortiums from Japan, France, the UK, Germany and Switzerland, with strong interest from SA companies.

Eventually, Railways is expected to order another eight sets of trains at a cost of R4.5m each. Tenders will be called for in 1984.

The use of new technology and materials will mean lighter trains and a likely energy saving. Passenger-carrying capacity is expected to increase 17.5% because all electrical equipment will be under the carriages, leaving most of the floor area for passengers.

Although the prototypes are not expected to be faster, travelling time could be reduced as the use of new electronic systems and electro-pneumatic disc brakes will improve acceleration and decrease braking time.

Lessing says the prototypes will be built from stainless steel and aluminium, which should cut maintenance costs and corrosion problems substantially.

Other improvements include new heating and ventilation systems; improved window construction, an intercom between driver and passenger and possible radio contact between the driver and the base control station; improved safety on sliding doors, the introduction of thyristor control (which could mean a 30% saving in use of electricity), and automatic coupling on coach modules.

# Andrew Savage pleads for rail rebates to assist Eastern Cape

6/ Post 15/8/81 (269)

By BRIAN POTTINGER  
Political Correspondent

MR ANDREW SAVAGE, newly-elected PFP MP for Walmer, has called for rail rebates for the Eastern Cape to help compensate for the area's unfavourable geographic position

Presenting his maiden speech during the second reading of the South African Railway's Amendment Bill yesterday, Mr Savage warned that South Africa could not survive while five million people — 20% of the country's population — decayed in the "vast rural slum of the Eastern Cape"

It was very much in the interests of South Africa that the South African Railways acted as a stimulant and subsidised healthy national development.

The Eastern Cape was an area with two large ports that had shown a relative decline in significance. The area's existence

and prosperity and fluctuating fortunes had been decreed almost entirely by transport considerations.

Compared with the advantages of the Transvaal, Port Elizabeth could retain its industry only precariously

Mr Savage pointed out that the Port Elizabeth-Uitenhage region was the metropolitan region with the highest percentage of regional product derived from the manufacturing sector and 74% of this product was railed out of Port Elizabeth.

"I make a plea that the South African Railways use its ability to act in the national interests to ensure that the Eastern Cape is accorded rail rebates that will compensate to some degree for its geographic position," he said

"Over the long term I have no doubt the country will redeem this investment many times over through the development of an export capability"



# Railways bill 'muzzles press'

CT 15/8/81 269 (initials)

## Political Staff

**HOUSE OF ASSEMBLY.** — The government's blackout on reporting of police "anti-terrorist" action is being extended to the Railway Police in terms of a bill before Parliament.

The provision is contained in the South African Transport Services Bill that passed its second reading yesterday.

The opposition spokesman on transport, Mr Ray Swart, described the clause as a "sinister provision" in a bill that was otherwise deserving of support.

Mr Swart objected to a clause that puts a blanket ban on any unauthorized report regarding "anti-terroristic" activities by the Railway Police

The clause also effectively prohibits the disclosure of the names, or any other detail, of people who might be arrested in the course of the Railway Police action. A similar blackout on reporting of police "anti-terrorist" activities was introduced in the Second Police Amendment Act last year, causing a widespread public outcry.

Describing the press curbs in the Second Police Amendment Act as a "downright bad and disastrous provision", Mr Swart said the Transport Services Amendment Bill extended the press curbs to



Mr Ray Swart

cover activities of the Railways Police

"We see this as an extension of a sinister provision inserted in other legislation, designed to muzzle the press and the media and to set the minister and his commissioners up as super censors," Mr Swart said

The clause prohibits the unauthorized publication in

"any newspaper, magazine, book or pamphlet or by radio" any information relating to "the constitution, movements, deployment or methods of any member or part of the force concerned in any action for the prevention or combatting of terrorist activities".

The bill also prohibits the publication of any information relating to "any person against whom, or group of persons against which, any action is directed", unless permission is granted by the minister, or the Railway Police Commissioner

The bill, which proposes to change the name of the South African Railways Administration to "the Department of South African Transport Services", was introduced yesterday by the Minister of Transport Affairs, Mr Hendrik Schoeman

"In this connection, while it may only be of cosmetic significance, I want to suggest that the confusion which exists in the bill in regard to the two names should be resolved at this stage," Mr Swart said.

"In the interests of consistency, let us drop the word 'department' and call the administration merely 'South African Transport Services', which will at least emphasize the difference between the administration and other sections of state administration."

### No compromise

Apart from the provision on comment by the media on the activities of the railway police — which the PFP would oppose outright — the Official Opposition saw the bill as a comprehensive measure.

"We see it as a significant move towards a greater degree of autonomy for the administration and we will therefore support the bill at second reading"

Replying to the opposition's objection to the clause, Mr Hendrik Schoeman, Minister of Transport, made it clear no compromise was possible on the issue.

"We cannot concede," he said. A heated debate is certain to take place at the third reading of the bill.

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Current Population Survey estimates for the homelands as a whole (excluding Transkei and Bophuthatswana) of 8% for men and 15% for women in January 1981. The median unemployment rates when migrants are included drop to 13% for men and 29% for women.

(b) The median activity rates (labour force participation rates) for men 15 - 24, 25 - 44, and 45 - 64 are 23%, 87%, and 53% respectively. The corresponding rates for women are 22%, 36%, and 35%. The rates for men are broadly similar to those found by the CPS in March 1980 (lower for the two outer age groups, higher for the inner) and for women are slightly higher than the CPS rates.

(c) The median proportion of male employed was

# Railways to try novel computer ticket system

281 Room  
15/9/81

Mail Reporter

AN EXPERIMENTAL automatic fare control system — which will prevent non-paying commuters from using trains — will be introduced to railway stations around Germiston in 1983.

Mr Barry Lessing, director (passenger services) of the South African Railways, said yesterday the new system would initially cost R6-million.

If the system was found acceptable, it would be introduced countrywide at a cost of approximately R500-million, but that would be a decision we would take in only eight or nine years," Mr Lessing said.

"This is a very big project to instal, but the advantages to both the Railways and the public are clear."

"Firstly, the tariffs would be kept low because commuters paying would no longer be paying for non-ticket holders. Secondly, increased efficiency would streamline the flow of passengers from platforms onto trains.

"The computers also conduct automatic auditing and indicate the passenger flow so that the SAR can keep in touch with commuters' needs more easily."

Although tickets would still be bought at ticket offices, the vending machines, which would be stationed both at the entrance and exit of stations, would remain closed unless a passenger fed them with a ticket, and this would solve a great problem."

The experimental system will be implemented at Lindela, Pilot, Kwesine, Wadeville, Simpan, Elsburg, Kletlhong and Kutalo in August or September 1983, Mr Lessing said.

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Table 4 Estimate of number of people in closer settlements, 1980

(a) 1960 Agricultural Census (kraalheads)

Residential plots only	100441
Residential plots and arable land	197807
Residential plots and grazing land	73558
Residential plots and arable land and grazing land	339150
	<u>770956</u>

(b) 1960 Homeland population

A	B	
138851	1938851	(17,1%)
82977	5714122	(50,4%)
16480	3685335	(32,5%)
38308	11338308	

II

Closer settlements containing resettled people as well as others, then, are a substantial part of the contemporary South African scene. How may they be understood against the backdrop of the country's growth as a semi-developed economy?

Gross domestic product per capita at 1970 prices in South Africa was R380 in 1960 and R559 in 1979, (S.A. Statistics 1980, p.21.4) or \$413 in 1960 and \$608 in 1979 in 1964 prices. This places us squarely in the 'semi-developed' category for the whole of the period under consideration. It is in the \$100 to \$1 000 per capita range that 75 to 80 percent of the total structural change in an economy takes place according to a study by Chenery and Syrquin (Patterns of Development 1950-1970); assuming we maintain a 2% p.a. real growth in per capita income, we shall reach the upper limit of that range in the year 2004.

Table 8 demonstrates the relationship between migrancy and de facto household headship.



# News blackout proposed in transport Bill

By HELEN ZILLE

THE Government's blackout on reporting of police "anti-terrorist" action is being extended to the Railway Police in terms of a Bill before Parliament.

The provision is contained in the South African Transport Services Bill that passed its second reading yesterday.

Mr Ray Swart, Opposition spokesman on transport, described the clause as a "sinister provision" in a Bill that was otherwise deserving of support. He objected to the clause that puts a blanket bar on any unauthorised reporting regarding "anti-terroristic" activities by the Railway Police.

## Names, details

The clause also effectively prohibits the disclosure of the names or any details of people who might be arrested in the course of Railway Police action.

A similar blackout on reporting of police "anti-terrorist" activities was introduced in the Second Police Amendment Act last year. Mr Swart described

the Press curbs in the Second Police Amendment Act as a "downright bad and disastrous provision."

"We see this (the new Bill) as an extension of a sinister provision inserted in other legislation, designed to muzzle the Press and the media and to set the Minister and his commissioners up as super censors," Mr Swart said.

The clause in the Transport Services Bill prohibits the unauthorised publication in "any newspaper, magazine, book or pamphlet or by radio" of any information relating to "the constitution, movements, deployment or methods of any member or part of the force concerned in any action for the prevention or combating of terroristic activities."

The Bill also prohibits the publication of any information relating to "any person against whom or group of persons against which any action is directed" unless permission is granted by the Minister or the Railway Police Commissioner.

Replying to the Opposition's objection, the Minister of Transport, Mr Hendrik Schoeman, made it clear no compromise was possible on the issue.

26/11/58  
15/11/58

# Bill curbs Press reports on rail affairs

Political Staff  
 Argus 19/8/81

269

THE Opposition is going to demand tomorrow that a clause curbing Press reporting on railway matters be scrapped from a major transport Bill

The clause clamps down on reporting of railway affairs by effectively forcing the Press to censor itself.

Mr Ray Swart, Opposition transport spokesman, said today he regarded it

as 'a further drastic curtailment of Press freedom' and a serious assault on the public's right to know.

In terms of the Bill the Press is barred from publishing anything relating to the activities of the railway police, if the police are acting in terms of the Terrorism Act, without permission from the Minister or commissioner.

'It imposes a news

blackout on the activities of the railway police,' Mr Swart said.

'The Minister and commissioner end up acting as super-censors who have sole discretion in deciding what should be published.

'It certainly places the Press in the impossible situation of having to determine in any particular situation whether the

railway police are trying to act against terrorism.

'It could mean that a derailment will not be reported because terrorist activities are involved.

'Once again the Government is ignoring the strong recommendation of the Steyn Commission that there should be close co-operation between the authorities and the Press,' he said.

THE CAPE TOWN INDUSTRIAL SOCIALIST LEAGUE, 1918-1921

Evangelos A. Mantzaris

South African social scientists have severely neglected the existence, evolution, and activities of the early labour movement in general and the radical groups, associations and parties representing it, in particular. Although scholars such as Simons and Simons, Ticktin, Sheridan Jones and Katz,<sup>1</sup> have attempted to improve our knowledge of such organisations, and the standard books by Roux, Cope and Harrison<sup>2</sup> are as useful as ever, fresh research and insight are urgently needed in order to stimulate discussion and add new dimensions to our knowledge of the early radical and labour movement. It is hoped that this paper will at least add new information to and throw more light on one of the most important radical groups following the Labour Party split in 1914, namely the Cape Town based Industrial Socialist League, which in 1920 adopted the name of South African Communist Party. We will examine the beginnings, evolution and amalgamation of these groups into an all-SA Communist Party because, as we will see, they bore the same organisational, political and ideological principles and ideas.


## The Beginnings

The 1914 Labour Party split, which led to the formation of the International Socialist League (hereinafter referred to as the ISL-Jhb) was a turning point in the history of the South African radical movement, firstly because the splinter group so formed started organising, on a regular basis, the working class in the



# SAR has special offer for senior citizens

2.6.81  
Star



By Richard Paris  
Transport Reporter

Ten days of rail travel in November for people aged 60 or more — of all races — at 20 percent of the normal fare has been announced by South African Railways

In a major new marketing campaign, from November 2 to 11 holders of the "40 Off" card available to anyone who has reached 60 will be able to travel on all mainline trains except the Blue Train and the Drakensberg Express and on all suburban trains after 9 am with a reduction of 80 percent of the full fare.

The "40 Off" card was introduced in March to encourage senior citizens to travel on the railways more frequently at a 40 percent discount during

the four main off-peak periods of the year, from Monday to Thursday on long-haul journeys and daily on suburban trains.

The deputy manager of passenger services for the railways, Mr G Booysens, told The Star the scheme had been "highly successful" and that it was "just the first step in a more active incentive marketing

programme being undertaken by the SAR.

"While we are very pleased with the numbers of cards we have issued, we also realise that, as the time for them to expire approaches next March, we are likely to get less interest among buyers except those who travel frequently

"So as an added incen-

tive to encourage more people to take part in the scheme and to help fill trains during the lowest off-season period of the year, we decided to bring the discount up to 80 percent off normal fares," he said.

Mr Booysens did not wish to disclose the number of card holders because, as a second bonus to the public, the SAR was giving two single Blue Train tickets between Johannesburg and Cape Town to the buyer of the 20 000th card issued.

"We do not want anyone to guess when this number might come up but we expect it to happen fairly soon," Mr Booysens said.

The current "40 Off" cards expire on March 31.

Sawet 21/8/81

## Transkei complains on trains

269

A SENIOR Transkei official in the Transvaal is to write a memorandum this week to the South African Railways to complain about poor train services offered Xhosa people when they travel to their homeland.

Mr N T Mpunzi, a Transkei consul who is based in Tembisa Township, said the memorandum was a sequel to a Sunday meeting in which Xhosas expressed dissatisfaction with the train services offered.

"There were so many problems mentioned at the meeting that I'll refer most of them to my seniors in the Transkei Government," he said



Vryheid/Richards Bay railway line  
92 Mr G S BARTLETT asked the  
Minister of Transport Affairs

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You are the auditor of Vry-again  
reasons for this project,

- (1) Whether it is the intention to have the railway line between Vryheid and Richards Bay lifted and relaid; if so, (a) what is the anticipated (i) commencement and (ii) completion date and (b) what (i) is the anticipated cost break-down and (ii) are the reasons for this project,
- (2)(a) when was the existing track laid and (b) what was the cost break-down at the time?

The MINISTER OF TRANSPORT AFFAIRS.

RECONSTRUCTIONS - EXAMPLE

(1) Yes. See Clillers & Benade - ... procedures.

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182  
AUGUST 1981  
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- (a) (i) January 1983  
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- (b) (i) Civil—R61,5 million  
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(ii) The work is necessary in order to accommodate the higher axle loads of the newly designed coal trucks and locomotives for the conveyance of coal exports when the export programme of 44 million tons of coal per annum commences during January 1986.
- (2) (a) Construction work commenced during the middle of 1968 and the line was opened to traffic on 4 May 1975.  
(b) Civil—R139 480 394,93  
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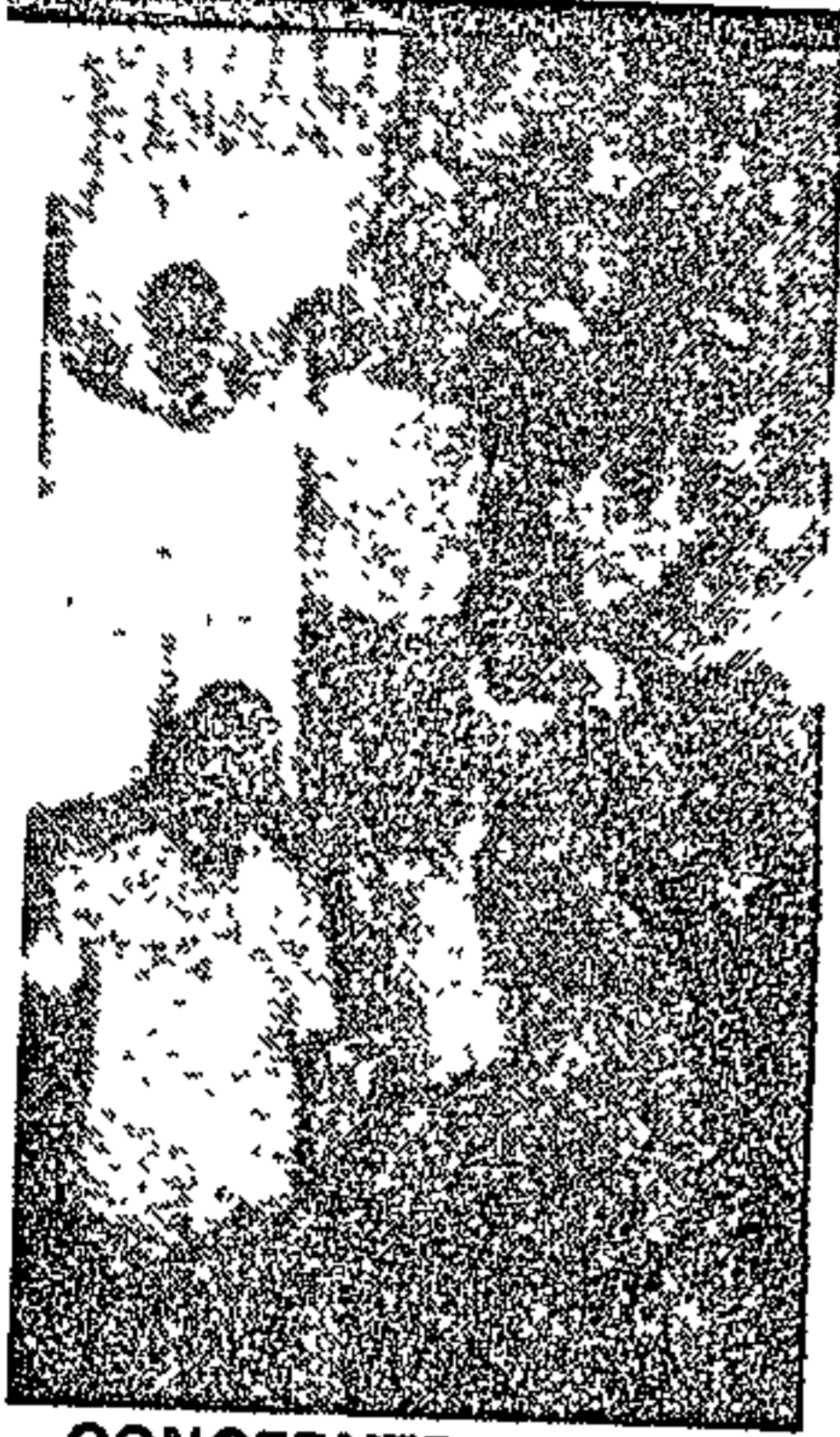
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Preference shareholders will want to maintain income -  
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Ordinary shareholders are not interested in the nominal  
value (if any) of their shares. May be reluctant to  
subscribe further capital (consider issuing secured  
convertible debentures). Their main concern will usually  
be dividend prospects.

iv) What will shareholders look for -



**CONCERNED:** The 1976 student unrest of great concern to Sabswa.

# Cosas discuss Vaal bus fare increases

*Saula*  
27/8/81

~~NA~~  
~~22~~  
269

THE Vaal branch of Cosas will hold a meeting this Sunday to discuss the pending bus fare increases in the area.

A Cosas spokesman said they will be meeting with residents to discuss the students stand regarding the increases

The Vaal Transport Corporation will increase the fares by five cents at the end of next month, according to

the spokesman  
The Sunday meeting will be held at the Roman Catholic Church in Sebokeng, Zone 10. It starts at noon

The spokesman said they have invited Azapo, the Azanian National Youth Unity (Azanyu) and the Women Federation of South Africa. Everybody is welcome to attend.



# New bus plan for Jo'burg if Govt gives green light

Star 28/8/87

269 ~~322~~

By James Clarke

Johannesburg's "bankrupt" municipal bus service, as well as other municipal bus services in the Greater Johannesburg region, could be taken over soon and run instead by a "strictly commercial" corporation — if the Government accepts recommendations made this week.

The move could mean a whole new deal for passengers which would include faster times, upgraded waiting facilities, new forms of transport, and interchanges where buses pull up beside trains.

Private bus companies, such as Putco, would be contracted by the corporation, which would have the right to scrutinise their finances and set their standards.

The recommendations come from the National Institute for Transport and Road Research (NITR) which is part of the Council for Scientific and Industrial Research (CSIR) in Pretoria.

It attacks "lack of compassion" towards black commuters and municipal inefficiency.

Mr Ian Morton (39), international public transport expert with NITR and the man who drew up the report, told me: "The situation calls for bold decisions to be taken immediately and substantial finance."

## SENSIBLE

"I believe a metropolitan 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 metropolitan areas."

He also believes that the Government should make the move compulsory.

fleet loses R12-million a year.

A survey of 42 bus undertakings showed that more than half the managerial staff "had no training whatsoever."

The report recommends that public transport must be removed from municipal departmental structures. It recommends that if metropolitan government comes about it would make public trans-

port a great deal less problematical but, even so, the corporation must be independent of the metropolitan government.

The establishment of a "passenger transport corporation" (PTC) would enable the present scattered expertise to be rationalised.

The PTC would be supervised by local road transportation boards and the National Transport Commission.

269 26/8/81

Urban bus services  
 \*26 Mr S S VANDER MERWE asked  
 the Minister of Finance †

- ool in
- (1) Whether companies operating urban bus services are exempted from the payment of general sales tax on materials required for the provision of such services, if so, what is the nature of the exemption, if not,
  - (2) whether he will consider granting such exemption?

The MINISTER OF FINANCE:

- (1) No.
- (2) No.

Urgent  
 Urban bus services  
 \*27 Mr S S VANDER MERWE asked  
 the Minister of Mineral and Energy Affairs. †

on  
 Whether companies operating urban

Lecture I. These should also be  
 the books of Hutcheson and Dobb  
 and there are discussions of the  
 Blaug: Economic Theory in Retrospect  
 An excellent guide to Mill's Prin  
 and M. Wolfe: From Radicalism to  
 L. Robbins: The Theory of Economic  
 Political Economy. Lec  
 accounts of  
 For Mill's conversion later in life  
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 F.A. von Hayek: John Stuart Mill  
 For the later life see

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WEDNESDAY, 26 AUGUST 1981

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bus services are exempted from the pay-  
 ment of any levy forming part of the price  
 of petrol or diesel, if so, what is the (a)  
 nature, and (b) amount per litre, of such  
 exemption?

The MINISTER OF MINERAL AND  
 ENERGY AFFAIRS

No  
 (a) and (b) fall away  
 In the light of the next question of the  
 Order Paper I want to point out in order  
 to prevent confusion, that my reply refers  
 to the Equalization Fund Levy and not to  
 the customs and excise portion of the fuel  
 price.

Urban bus services  
 \*28 Mr S S VANDER MERWE asked  
 the Minister of Finance †

Whether companies operating urban  
 bus services are exempted from the pay-  
 ment of any duty forming part of the price  
 of petrol or diesel, if so, what is the (a)  
 nature, and (b) amount per litre, of such  
 exemption?

The MINISTER OF FINANCE:

Petrol—No  
 Diesel—Yes

(a) Partial rebate of customs and excise  
 duty for use in road transport for  
 public passenger bus transport in

terms of item 410 04/27 10(2) of  
 Schedule No 4 and item 609 05 10(1)  
 of Schedule No. 5 to the Customs and  
 Excise Act

(b) Customs duty	9,976c per litre
Excise duty	9,975c per litre

For written reply.

book is disturbing  
 historian and Professor  
 to settle in the U.S.A.  
 The author was a Hungar  
 book, which has become  
 (This is a very brilliant  
 K. Polanyi: The Great Transformat  
 period one may read  
 For background on the growth of th  
 L. Robbins: Robert Torrens and the  
 Another important critic was Robe  
 S. Hollander: The Development of  
 and War by Eite Halévy  
 E. Halévy: Stimond in "The Era  
 On technical unemployment, an exc  
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 Ricardo's views on unemployment.

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 Ricardo's views on unemployment.





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28/8/81

# STAATSKOERANT

VAN DIE REPUBLIEK VAN SUID-AFRIKA

REPUBLIC OF SOUTH AFRICA

# GOVERNMENT GAZETTE

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Vol. 194]

KAAPSTAD, 28 AUGUSTUS 1981  
CAPE TOWN, 28 AUGUST 1981

[No. 7753

KANTOOR VAN DIE EERSTE MINISTER

OFFICE OF THE PRIME MINISTER

No. 1816.

28 Augustus 1981.

No. 1816

28 August 1981.

Hierby word bekend gemaak dat die Staatspresident sy goedkeuring geheg het aan die onderstaande Wet wat hierby ter algemene inligting gepubliseer word:—

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

No 60 van 1981: Tweede Wysigingswet op Spoorweg- en Hawewette, 1981

No. 60 of 1981: Second Railways and Harbours Acts Amendment Act, 1981

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# Burgess to explain view on Indians

NM 2/9/81 264

## Mercury Reporter

DURBAN City Councillor Dick Burgess is to attend the Southern Durban Indian Local Affairs Committee meeting tonight to explain his standpoint on Indians on Bluff beaches.

Mr Siva Pillay, a member of the LAC, told the Mercury yesterday the sentiments expressed by Mr Burgess were a subject of 'intense debate' among the Indian community and they would like to know the re-

action of the council to his utterances and whether they reflect the feeling or thinking of the majority of the councillors.

Mr Burgess is reported to have told a meeting of Bluff ratepayers recently that he had asked the City Police to check the vehicles of Indian motorists who went to the Brighton and Anstey's Beaches.

He told the meeting he had received many com-

plaints about 'non-whites' on the Bluff beaches particularly during the shad season.

'Unfortunately, the by-laws state that they are allowed on the beaches. The only thing I could think of then was to ask the City Police to come down over weekends and check on overloading, smooth tyres and so on,' he said, adding that following the blitz the 'pressure had been eased at the beaches'.

## Appeals

Deploring Mr Burgess's sentiments, Mr Pillay said it was unthinkable that in this day and age there were people who still wanted to stop the voteless citizens of Durban from sharing beach facilities.

'Cabinet ministers and Government officials have made public appeals to people to move away from discrimination and promote racial harmony,' he added.

Mr P. M. E. van Zyl, the acting town clerk, said in a report to the LAC that arrangements have been made for Mr Burgess to be present at tonight's meeting of the LAC when the issue would be discussed.



Port Elizabeth harbour  
Hans F.G.C. 205  
281. Mr. T. ARONSON asked the Minister of Transport Affairs:

- (1) Whether any representations have been made to the South African Railways and Harbours Administration in regard to increasing the volume of goods passing through the Port Elizabeth harbour; if so, to whom were such representations made,

SEPTEMBER 1981

- (2) whether consideration is being given to the matter;
- (3) whether he will make a statement on the matter?

The MINISTER OF TRANSPORT AFFAIRS:

- (1) Yes, to the Railway Management.
- (2) No.

(3) Yes, with effect from 10 April 1981, some traffic, traditionally exported through Durban, has, as an interim measure and purely for departmental convenience, been diverted to Port Elizabeth at the same tariff as that applicable between the Transvaal and Durban.

The choice of port rests with the importer/exporter. The Department in its capacity of common carrier cannot deviate from its policy that tariffs must relate to the distance conveyed.

Mitchells Plain-Nyanga-Cape Town railway line

105. Mr. C. W. EGLIN asked the Minister of Transport Affairs: (a) How many trains in the Mitchells Plain-Nyanga-Cape Town railway line reached their destination (i) on and (ii) after the scheduled time, (b) what was the average delay and (c) what were the main reasons for such delays, in each month from 1 February 1981 to the latest specified month for which figures are available?

The MINISTER OF TRANSPORT AFFAIRS:

Month	(a)(i)	(a)(ii)	(b)	(c)
February 1981 4 033	1,257	13.7 minutes		Points and signal defects, waiting clearance for following section, motor coach defects, occupations, track circuit failures, overhead power failures and speed restrictions.
March 1981 4 126	1 721	10,1 minutes		Motor coach defects, broken rails, waiting clearance for following section, occupations, speed restrictions, points and signal defects, track circuit failures, signal power failures.
April 1981 4 213	1 321	9,3 minutes		Signal power failures, points and signal defects, speed restrictions, waiting clearance for following section, occupations, track circuit failures.
May 1981 4 489	1 329	9,9 minutes		Speed restrictions, points and signal defects, track circuit failures, overhead power and signal power failures, occupations and a derailment.
June 1981 4 279	1 482	10,0 minutes		Derailment, points and signal defects, track circuit failures, speed restrictions, defective motor coaches, waiting clearance for following section and broken rails.

Month	(a)(i)	(a)(ii)	(b)	(c)
July 1981 4 736	1 250	9,0 minutes		Overhead power failures, speed restrictions, points and signal defects, derailment, motor coach defects, waiting clearance for following section, occupations, broken rails, signal power failures and track circuit failures.

Railage

136 Mr. A SAVVAGE asked the Minister of Transport Affairs: What railage is paid per ton in respect of (a) manufactured goods, (b) new cars and (c) containers over the (i) Port Elizabeth-Reef, (ii) East London-Reef, (iii) Durban-Reef and (iv) Cape Town-Reef route?

The MINISTER OF TRANSPORT AFFAIRS:

Question	Answer
(1) (a) (i) R214.10. (ii) R213.30. (iii) R198.60 (iv) R338.20.	(i) R147.20. (ii) R146.60. (iii) R136.50. (iv) R232.50.
(b) Less than 1 500 kilogram per vehicle—	Based on the minimum mass of 1 500 kilogram per vehicle— (i) R133.80.
(2) what is the rail rate on unworked steel over the (a) Reef-Port Elizabeth, (b) Reef-East London, (c) Reef-Durban and (d) Reef-Cape Town route?	(i) R104.20 (ii) R103.70. (iii) R96.30 (iv) R164.10.
(c) There is no rail rate per ton for the conveyance of containers but the following special unit rates apply irrespective of the mass loaded per 6-metre international standard container, local and import—	(i) R690.00. (ii) R632.00. (iii) R576.00. (iv) R806.00.

The charges for 3-metre containers are one-half, and for 9 and 12-metre containers double these rates. When departmental containers are used the following surcharges apply per 6-metre container—  
(i) R70.00  
(ii) R70.00.

P.T.O.

1/9/81 (269)



(iii) R58,00.

(iv) R82,00

The surcharge on 3-metre departmental containers is one-half of these charges

Export unit rates on traffic loaded in 6-metre privately owned international standard containers are as follows—

(i) R334,00.

(ii) R304,00.

(iii) R288,00.

(iv) R506,00

The charges for 3-metre containers are one-half, and for 9 and 12-metre containers double these rates

Empty container rates per 6-metre containers are as follows—

(i) R186,00.

(ii) R174,00.

(iii) R162,00.

(iv) R264,00.

The charges for 3-metre containers are one-half and for 9 and 12-metre containers double these rates

(2) (a) R42,80.

(b) R42,30.

(c) R38,50.

(d) R65,60.

*that* *C-1*  
**Durban City Deep container depots**  
183 Mr G S BARTHELEMY asked the  
Minister of Transport Affairs

- (1) What (a) are the actual figures in respect of (b) were the original projections of and (c) was the maximum designed capacity of, the (i) annual total (ii) weekly average and peak numbers and (iii) daily average and peak numbers of containers passing (aa) into and (bb) out of the Durban and City Deep container depots since the inception of the container service.
- (2) what is the anticipated effect of the Far East trade on the above figures once the container service is introduced in that area?

**The MINISTER OF TRANSPORT AFFAIRS**

- (1) The information is not readily available and it will demand much time and expense to gather the particulars
- (2) The indications are that a total of 52 000 containers to and from the Far East will be handled in Durban during 1982 when the container service is fully introduced. During June and July of this year a yearly equivalent of 48 750 containers were already



anticipated completion date, and (c) anticipated (i) final construction cost and (ii) completion date in respect of, each national road construction project affected by the cut-back in road-building;

- (2) what are the reasons for these cut-backs;
- (3) what is the (a) location and (b) peak vehicle flow of each of the ten busiest sections of any national road in South Africa,
- (4) what is the peak traffic flow on the Pinetown-Gillits section of the N3 National Road?

The MINISTER OF TRANSPORT AFFAIRS:

(1) and (2) This matter will be fully dealt with by me during the discussion and consideration of Vote No. 6 in Parliament on 11 September 1981.

(3) For rural roads vehicle flows are expressed in terms of annual average daily traffic (AADT) in both directions. The information in regard to (a) and (b) is as follows.

**National road construction projects**

175. Mr. G. S. BARTLETT asked the Minister of Transport Affairs:

- (1) What is the (a) location of, and (b) original (i) budgeted cost and (ii) *2015 G. W. 2/1/81*

National Road Section	(a) Specific Location	(b) AADT
N3/12	The Johannesburg Eastern Bypass between the Geldenhuys and Giloolys Interchanges	52 000
N3/1	Between the Westville 4 level interchange and Paradise Valley Interchange at Maryvale Overhead Bridge on the Durban/Pietermaritzburg road	49 000
N1/1	At the Kraaifontein Interchange (Joostenbergvlakte) on the Cape Town/Paarl road	40 000
N1/20	Between the Buccleuch and Halfway House Interchanges on the Johannesburg/Pretoria road	38 000
N2/25	Between the Isipingo and Louis Botha Interchanges on the Natal South Coast road	37 000
N1/21	North of Randjiesfontein Interchange on the Johannesburg/Pretoria road	35 000
N3/2	East of Camperdown on the Durban/Pietermaritzburg road	25 000
N2/1	At the Eerste River Interchange on the Cape Town/Sir Lowry's Pass road	23 000
N2/10	The Port Elizabeth Bypass between the Kempston road and Burman road Interchanges	20 000
N2/24	At the Umbogintwini River on the Natal South Coast road	20 000

- (4) The AADT between Pinetown and Kloof is 30 000 and between Kloof and Gillitts is 19 000.

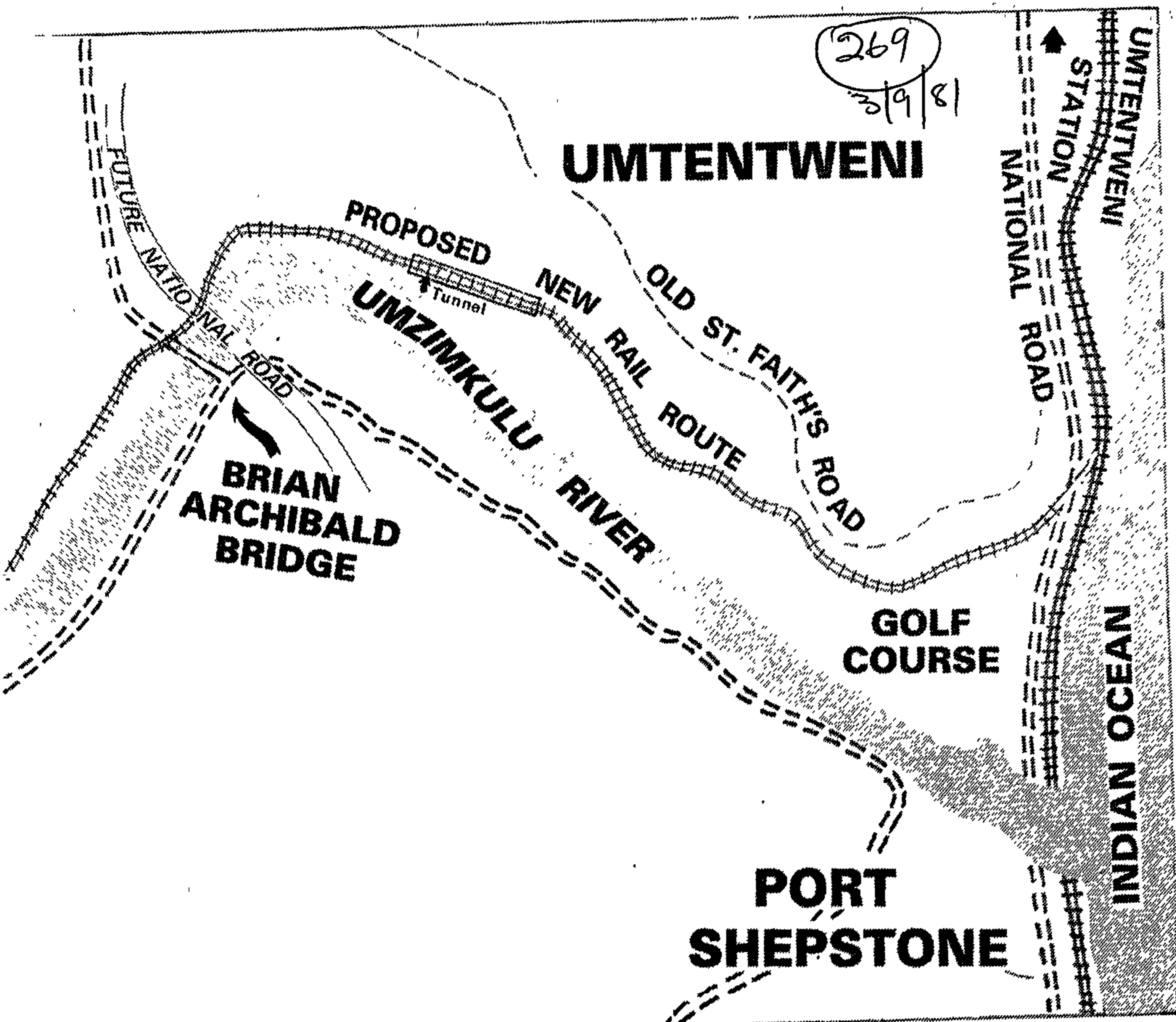
## Late trains

HOUSE OF ASSEMBLY  
About a third of the trains between Mitchells Plain and Cape Town were late in the six months between February and July.

The Minister of Transport, Mr Hendrik Schoeman, said in reply to a question from Mr Colin Eglin (PFP Sea Point) that during that period, 25 885 trains had been on time and 8 360 late. Average monthly delays had ranged from 13,7 minutes in February to nine minutes in July, he said.

(News by Michael Acott, Press Gallery, House of Assembly)





A MAP showing the section of the proposed 16 km rail link through Umtentweni which has been in contention and has now been given the go-ahead by the Minister of Transport. The 16 km line will begin at the cement factory in Oribi and follows the route of the Umzimkulu River. Shortly after the Brian Archibald Bridge it will pass through a tunnel and continue through the Port Shepstone Country Club to link with the main line which runs along the sea.

# Cement factory rail link gets go-ahead

**Mercury Reporter**  
IT IS all systems go for the rail link between Umtentweni and the proposed R150-million cement factory at Oribi.

The Minister of Transport has given Natal Portland Cement the go-ahead for the line and tenders are being called for.

A cement factory executive, Mr J R Hodgkinson, said the minister's approval was a huge relief and 'none too soon'. Work would begin as soon as tenders had been awarded.

At a meeting with representatives of the Umtentweni Town Board and the Port Shepstone Country Club, which the line will pass through, the schedule for the works project had been outlined. A local land surveyor had been asked to liaise with all the interested parties.

Mr Hodgkinson said: 'We

lie relations office down there to handle any problems residents in the areas may experience during construction.'

Of the 16 km intended for the link line, only the two which will run through Umtentweni's residential area and the Country Club have been in contention.

## Last-ditch stand

Angry residents reconstituted the rate-payers' association to bring pressure to bear on the town board and the minister. The association called for the board's resignation when it withdrew its opposition to the rail spur. It also sent the minister a telegram recording its total opposition to the scheme.

Yesterday the association chairman, Mr Eric Buhr, declined to comment on the apparent failure of the last ditch stand, saying he had not had time to assess the

situation.

Earlier fears that the line would cut through two fairways on the golf course have been allayed and the president of the Country Club, Mr Johnny Wragge said the executive committee was 'quite happy' with the situation.

'We have been assured that there will be as little interference with the club as possible and any damage will be repaired immediately. There will be interruptions on one or two fairways for a short period.'

## Ecology

'The cement company has also offered us a new improved entrance to the club. They have given us the choice of one from the main road or a dual concrete bridge over the line from the Old St Faiths Road, which we will probably opt for.'

Maj-Gen Sydney Smit,

town board chairman, said two independent ecological reports had shown conclusively that the alternate routes suggested for the rail spur would have had far greater impact on the ecology and on people.

He praised the cement company and the Railways for their co-operative attitude and for their assurances that all growth disturbed during building operations would be replaced and be back to normal within a year or two.

He said: 'We need a R150-million investment in our area. The factory will provide much needed employment for our black population and their annual R1 million wage bill will be spent in our area'

'The town board took a broad view of the situation and would have been manifestly unreasonable to continue to oppose the line,' he said.

**Road Transportation Act: commission**

1. 1975 2. 28 49  
\*7: Mr. P. H. P. GASTROW asked the Minister of Transport Affairs:

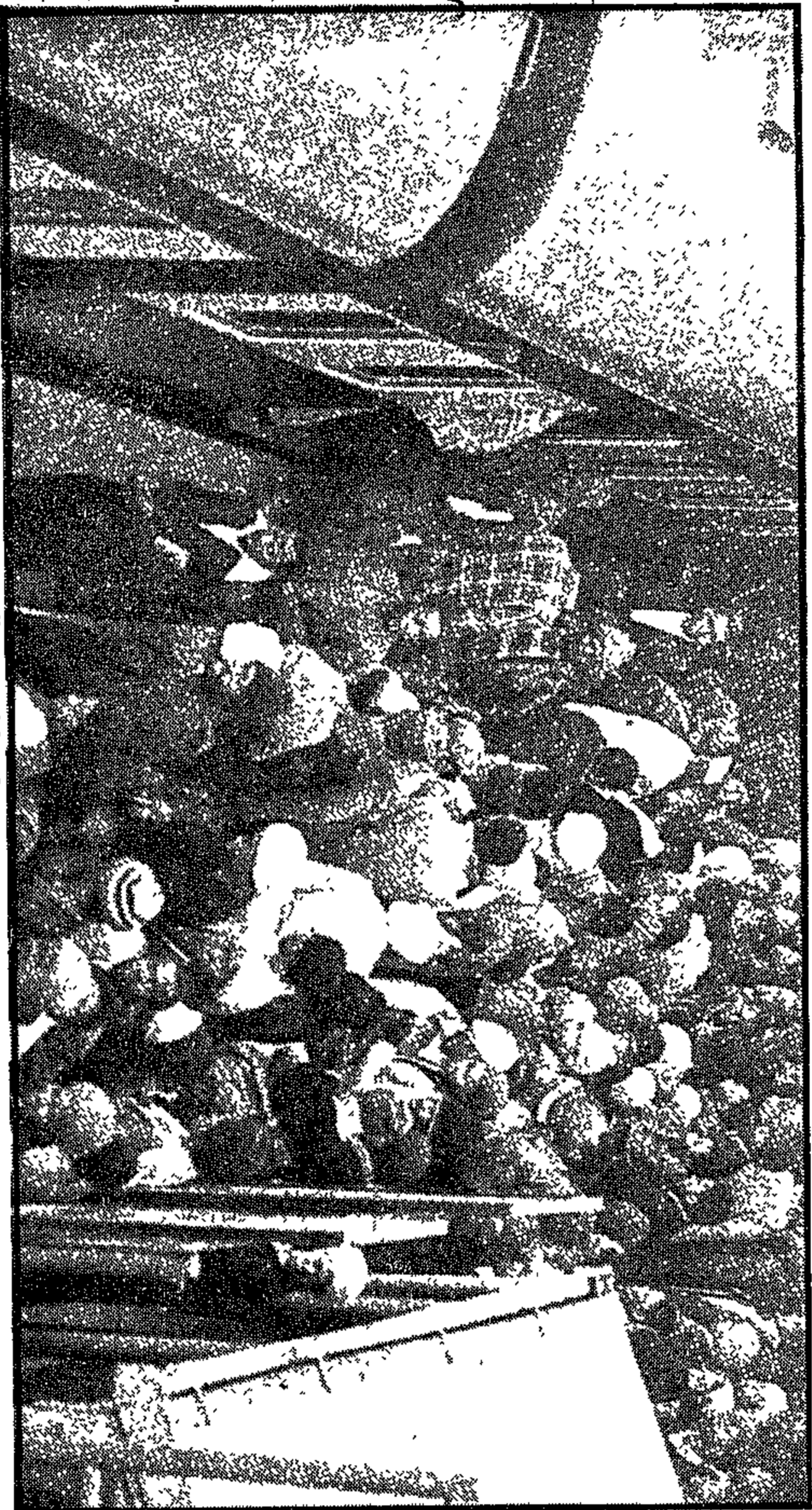
- (1) Whether the commission under the chairmanship of Mr. H. C. van Zyl appointed in terms of section 28(1) of the Road Transportation Act, No. 74 of 1977, to inquire into public transport in the Greater Durban area has submitted its report to him; if not, when will it be submitted to him, if so,
- (2) whether such report will be made available to the public prior to his acting on the recommendations contained in it,
- (3) whether he will announce his views on the recommendations contained in such report, if so, when?

†The MINISTER OF MINERAL AND ENERGY AFFAIRS (for the Minister of Transport Affairs)

- (1) No, during the current session of Parliament.
- (2) and (3) Fall away.



# IS NO OVERCROWDING ON THE TRAINS



"HEY": They say that there is no crowding problem!

## Thumbs down from Soweto residents

THE South African Railways (SAR) has got a thumbs down sign from a number of commuters for its claim that it provides 420 trains for Soweto's million-plus residents and is coping well with the situation.

This was after SOWETAN conducted an investigation into the railway system of this huge township, which houses the country's largest concentration of blacks.

are improving the service?"

Perhaps the number of commuters who spoke to reporters echoed what Mr Donald Goba, assistant Industrial Relations Officer

daily basis, I'm convinced that black employees are made of sterner stuff, to use a Shakespearean expression

"What is meant by the latter is: Blacks are able to do a day's job even after jostling and twirling in overpacked trains. Some commuters form into groups which chant church songs as some form of ephemeral relief against stresses and strains caused by over-packed trains"

overcrowding on Soweto trains, especially at Nancefield Station where he boards and alights from his train on his way to and from work

He added: "We are definitely getting a raw deal from the railways. Yet their fares keep on increasing by the day, come to think of it!"

Mr Daniel Makhaya was waiting for his usual 5.50 am Denver train to take him to work. "Hell, where



DAWN: Ikwezi Station bridge thrums with life.



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7/9/89

"I refuse to believe the railway people," retorted high school student Sidney Magazi, "our mothers and fathers are suffering under the present system controlled by the SAR."

Young Mr. Magazi argued that his outburst was based on his experience as a commuter between Soweto and the city on frequent occasions. "I know what I'm talking about. I would suggest to the railway people that they increase the number of coaches in our trains as a matter of urgency," he urged.

He was joined by fellow student Vusi Motha, who added, "In the two years I have been using the train to travel to school in Naledi, I've seen no difference. Overcrowding in our trains is still a problem. How long has the SAR been telling us that they



**SUFFERER: Sidney Magazi wants a big change.**

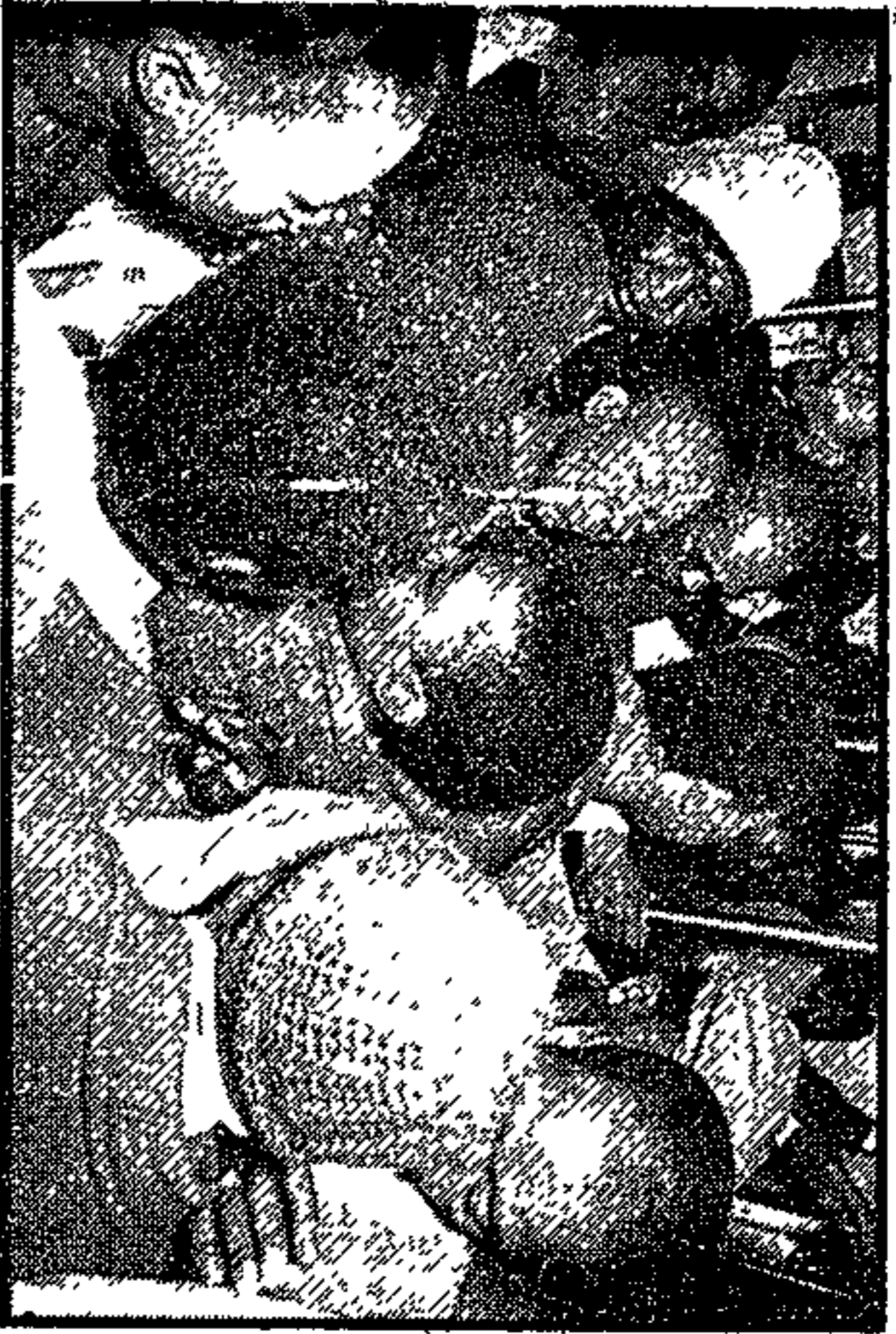
of a well-known company, said when he recently addressed a South African Institute of Management's Witwatersrand branch meeting. "Having travel- led to work by train on a

Standing at Ikhwazi Station and patiently waiting for his usual 9463 train to take him to work was Mr Daniel Moloi. With the never-ending crowds of commuters, and chilly winds cutting to the marrow, Mr Moloi, a Rooderpoort pottery worker, res- ponded: "There is over- crowding in our trains. What is the difference?"

Former star footballer of Pimville United Bro- thers (Pubs), Mr Hamil- ton Shakes Mbuyane, also complained of the  
are talking about? "No, man, my train is always overpacked. As it is, maybe I cannot make it because of the crowds that pack that train. I don't think the railways is giving us a fair deal," said Mr Makhaya, who is employed at a mattress factory.  
Speaking to other commuters, it became clear that the SAR is charged with a giant problem on its hands. Though it will not readily admit that



# Sowetan Action



**SQUEEZED IN:** And yet it is said the SAR copes well.



**CRUSH TIME:** Phomolong platform sees thousands of shoes every day

# They say there

**Who says so? The South African Railways. Sello Rabothata and Z B Molefe took two looks at the conditions which prevail. Pics: Joe Molefe**

**Who says so? The South African Railways. Sello Rabothata and Z B Molefe took two looks at the conditions which prevail. Pics: Joe Molefe**

THE South African Railways (SAR) provides 420 trains for Soweto's 235 000 daily commuters and copes well with the situation, say the Director of Passenger Services and his assistant, Mr Barry J Lessing and Mr David Kruger.

In an interview with SOWETAN they revealed that of the 420 trains, 98 were used during peak hours — between 4 and 8 am, and during the high peak hours, between 5.30 and 7.30 am, 59 trains run in Soweto.

Mr Lessing said the number of passengers who were transported between Naledi and Johannesburg in 1980 was 147 000 daily. Eighty-eight thousand were transported between Kiptown and Johannesburg daily.

Mr Lessing said "We are coping with the people's transport needs and at the same time we are watching the situation to see if there is any growth in the number of passengers. In the past two years there has been a seven percent growth.

"The increase in passengers for the train sets — a train set is at present 11 coaches — had us increasing the sets to 14 coaches. We now have 19 trains with 14 coaches which are used during the high peak hours," he said.

Mr Lessing and Mr Kruger said that the SAR was busy with a number of projects that would help to alleviate some of the problems both for the railways and the commuters.

Some of the projects that the railways have in the pipeline are the lengthen-

ing of platforms which would make it possible to run longer trains, a turnaround and a yard at the Naledi station. The yard would be to keep at least 16 trains and the turnaround is to avoid the wasted time while the drivers changed sides to drive the train in the opposite direction.



**RAW DEAL:** Says ex-Pubs man, "Shakes" Mbuyane.

Another turnaround is being planned for Phomolong station for short distance passengers. This, according to the two directors, is because passengers find it difficult to get into trains which are already

packed from the deeper stations.

Mr Kruger said. "We are also going to have some additional line facilities at some stations. We will have a link line in George Goch which would be in use by 1983. This is to reduce the problem between George Goch and Langlaage. There are at present four lines running between these stations and if we could have the new ones running through Kazeme in a circle we could reduce the burden in Johannesburg.

"This would not only improve the Soweto system but also the lines between Johannesburg and Germiston. It will also alleviate the problem of drivers having to change sides, a system which wastes about eight to 10 minutes. The trains will now run in circles instead of a straight line," he said.

In 1984 the South African Railways will introduce a new concept in passenger coaches. Mr Lessing said the new coaches would be lighter and 12 of the coaches in a set would be equal to the present 14 coaches set. They would be made of stainless steel and aluminium. The railways is

also continually checking on facilities to improve wherever necessary, he said.

The two men said that the SAR has received only a few complaints from Soweto commuters. They said some of the problems caused by commuters were: keeping the doors open, hanging outside or in between the coaches and the stuntmen, who venture on the train roofs and try to go right round a train.

According to Mr Lessing, the stuntmen and the staff-riders are called suckers.

"If you win you gain nothing and if you lose, you lose everything."

Mr Kruger added: "Passengers should try to know their train numbers, a train which starts with the number 99 from Soweto goes to Faraday, 92 goes to Johannesburg or Jeppe, 96 goes to Westgate or Faraday. When in doubt about a train's destination ask the railways personnel at the station. The railways is also going to look at a way of having announcements at all stations but this will take some time."



**Community Development: property in Borough of Durban**

176. Mr G. S. BARTLETT asked the Minister of Community Development

- (1) What (a) is the (i) address or lot number, (ii) extent and (iii) purchase price, (b) are the improvements effected at the time of purchase, (c)(i) was the municipal value at the date of purchase and (ii) is such value at present, and, (d)(i) were the annual rates paid immediately prior to purchase by his Department and (ii) are the annual rates paid at present, in respect of each property presently owned by his Department in the Borough of Durban,

- (2) what (a) is the (i) address, (ii) extent, (iii) original purchase price, (iv) date of purchase, (v) selling price and (vi) date of sale, and, (b) are the improvements effected prior to sale, in respect of each property located in the Borough of Durban which was sold by his Department during the latest specified period of three years for which figures are available?

**The MINISTER OF COMMUNITY DEVELOPMENT**

- (1) and (2) The required data are not readily available and its compilation would be so time-consuming that, in the light of the manpower shortage and heavy work loads, it cannot be justified

**Lenasia**

180. Dr M S BARNARD asked the Minister of Community Development

- (a) How many houses in Lenasia are rented from his Department, (b) in respect of how many such houses are the occupiers in arrears with their rents and (c) how many such occupiers have been in arrears for (i) one month, (ii) two months,

(iii) three months and (iv) longer than three months?

**The MINISTER OF COMMUNITY DEVELOPMENT**

- (a) 1 519 dwelling units

- (b) 91 which were in arrear for more than one month

- (c) (i) The number is not available

- (ii) 46

- (iii) 25.

- (iv) 20

In addition to the dwellings which are being let, thousands of dwellings have been built in Lenasia by the Department and sold to individuals

**Port Elizabeth harbour: container facilities**  
 Mr D J N MALCOMMESS asked the Minister of Transport Affairs

- (1) What tonnages were (a) landed and (b) shipped at the Port Elizabeth harbour in (i) each of the latest specified five years for which figures are available and (ii) 1975, 1970 and 1965, respectively,

- (2) whether the container facilities at the Port Elizabeth harbour are being utilized to their maximum capability, if not, what percentage of the maximum volume was handled in the latest specified year for which figures are available,

- (3) whether he intends taking steps to improve the (a) utilization of the facilities in the harbour and (b) facilities themselves, if not, why not, if so, what steps?

**The MINISTER OF TRANSPORT AFFAIRS**

**Financial Year**

Financial Year	(a)	(b)
1980-'81	1 443 864	4 783 176
1979-'80	1 054 475	5 724 917
1978-'79	1 118 580	5 268 364
1977-'78	1 145 889	5 339 903
1976-'77	1 379 642	6 987 481
1975-'76	1 901 281	6 468 141
1970-'71	2 029 900	4 266 201
1965-'66	1 634 000	2 435 055

- (2) No. 43,1<sup>c</sup> during the period April 1980 to March 1981

- (3) (a) No

- (b) Yes: the following improvements to Port Elizabeth harbour are recorded for consideration by the Department's Planning Council in its current five year programme.

- (i) The replacement of the tanker berth,

- (ii) the replacement of the pilot tug HTV Horner,

- (iii) the extension of quays Nos 2 and 3

**Kruger Rand coins**

262. Mr K M ANDREW asked the Minister of Finance

- (a) Who were the invited guests who purchased one of each of the 1980 (i) half ounce, (ii) quarter ounce and (iii) one-tenth ounce proof Kruger Rand coins on the occasion of the public introduction of these coins and (b) what price was paid for each such coin?

**The MINISTER OF FINANCE**

- (a) During the official introduction and Ceremonial mintage of the first new Kruger Rand coins the guests were, in the spirit of the occasion, and as has been done in the past, invited to

purchase some of the coins This was a *bona fide* offer accepted in good faith As host at that occasion it would not be proper for me to reveal information which could embarrass, or could be used to embarrass, my guests I therefore regret that I am not prepared to furnish the particulars requested.

- (b) 1/2 ounce Kruger Rand. R278,72  
 1/4 ounce Kruger Rand. R139,36  
 1/10 ounce Kruger Rand. R55,75

**Port Elizabeth/De Aar: railway line**

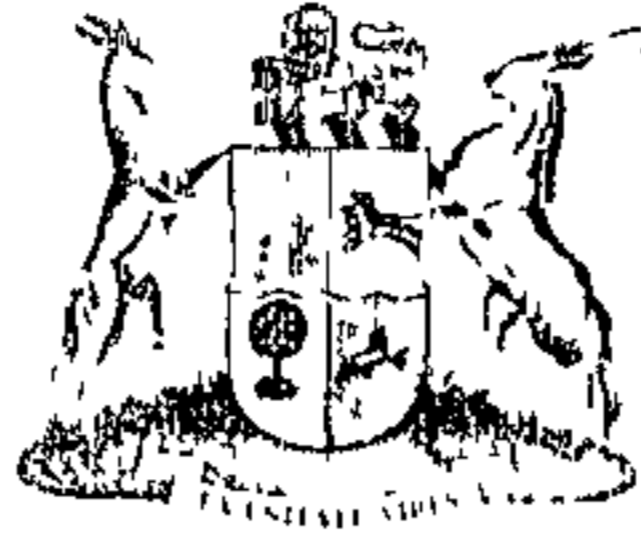
282 Mr T ARONSON asked the Minister of Transport Affairs

- (a) What is the value of the contracts that have been accepted in regard to the electrification of the railway line between Port Elizabeth and De Aar and (b) what is the estimated expenditure in respect of such contracts for the years 1981, 1982, 1983 and 1984, respectively?

**The MINISTER OF TRANSPORT AFFAIRS**

- (a) R23 518 174,00
- (b) Financial Year
- |          |               |
|----------|---------------|
| 1980-'81 | 264 000,00    |
| 1981-'82 | 5 440 243,00  |
| 1982-'82 | 16 065 425,00 |
| 1983-'84 | 1 748 506,00  |





# STAATSKOERANT

VAN DIE REPUBLIEK VAN SUID-AFRIKA

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REPUBLIC OF SOUTH AFRICA

# GOVERNMENT GAZETTE

269

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Vol. 195]

KAAPSTAD, 9 SEPTEMBER 1981

CAPE TOWN, 9 SEPTEMBER 1981

[No 7766

KANTOOR VAN DIE EERSTE MINISTER

OFFICE OF THE PRIME MINISTER

No. 1825.

9 September 1981.

Hierby word bekend gemaak dat die Staatspresident sy goedkeuring geheg het aan die onderstaande Wet wat hierby ter algemene inligting gepubliseer word:—

No. 61 van 1981: Tweede Spoorwegaanlegwet, 1981.

No. 1825

9 September 1981.

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

No. 61 of 1981: Second Railway Construction Act, 1981.

# Zebediela train

A NEW train from Johannesburg to Zebediela goes into operation, on a trial basis from tomorrow. *Sowetan*

The train will run for a trial period and if the patronage is satisfactory it will be put on the permanent schedule, a spokesman for the SAR said.

The train (No 87617), a fast third-class passenger train, leaves Johannesburg at 18h18, stops at Germiston at 18h40, reaches Oakmoor at 19h14 and Pretoria at 19h42.

From Pretoria the train heads for Warmbaths, which it reaches at 21h56, to Nylstroom (22h23) then Naboomspruit (23h05) and then to Zebediela. Between Nylstroom and Zebediela the train will stop at all stations and halts.

On its return trip it again stops at all stations between Zebediela and Nylstroom, reaching Naboomspruit at 22h05, Nylstroom 23h03, Warmbaths 23h51, Pretoria 02h01, Oakmoor 05h03, Germiston 03h36 and Johannesburg at 4 am, so that passengers are well in time to get to work.

Copyright: Um: BC/VV

14. What major issues related to the project were not studied, and why? Discuss the theoretical importance of these issues within the area of study.
  13. Choose one aspect of the research project which you have participated in and outline why you see it as important. Relate this aspect to other issues studied in the project.
  12. Briefly describe, and evaluate, the use of video techniques as a method of social analysis. Use examples from a project that you have participated in.
- In a separate book, answer TWO of the following questions.

Simon Burton  
Bill Cowan

SECTION D: Video Research Project

SOCIOLOGY (INDUSTRIAL): COURSE II (continued)



# All-race inquiry on bus fares

11/9/81  
269

## Political Staff

THE Minister of Transport, Mr Hendrik Schoeman today announced major cutbacks in the country's road building programme and a full-scale inquiry into bus passenger transport.

Mr Schoeman, in a series of policy statements, announced the possibility of road tolls, rest and service areas on national roads, and an inquiry into the problems of tour operators.

The bus passenger transport inquiry, to be headed by Dr P J Welgemoed (Nat nominated MP), the first multiracial inquiry appointed by the Department of Transport, will investigate fares, subsidies and the effect of taxis on the bus industry.

Mr Schoeman, whose transport Vote came before Parliament today, said the possibility of road tolls on the Garden route bridge and at the Du Toitskloof tunnel was being investigated.

## R1 FOR CARS

Suggested tolls at the tunnel were R1 for a passenger car and R10 for heavy vehicles.

The N3 in Natal and Garden Route tolls could be about half those amounts.

The Minister said that reduced revenue at a time costs were increasing at 25 percent a year had forced the National Transport Commission to make cutbacks including major road construction projects.

The policy of constructing new national roads as freeways only had been reversed and in future design would be based on traffic conditions.

Contracts planned for 1981 through to 1983 to be postponed included:

- A three-year delay on the R65-million extension of the Durban/Johannesburg freeway between Ladysmith and Van Reenen.

- A two-year delay on the R55-million completion of the Johannesburg ring-road.

- At least a two-year delay in R75-million in tenders on R120-million Du Toitskloof tunnel in the Western Cape.

- A three-year delay on the Warmbaths/Nylstroom section of the N1 and a two-year delay on the Midburg bypass on the N4.

Mr Schoeman warned that more national road projects could be postponed unless income was supplemented from the next financial year.

## COMMISSIONS

The bus transport commission members are Dr Welgemoed, Mr B L Carlsson, Mr A J de Villiers, Dr G C Prinsloo, Dr F Berkhout, Mr E G Kemp, Mr J G H Botha, Mr F L Erasmus, Mr R S Nowbath, Mr D O Lenamile, Mr R A Smith and Mr H J Claasens.

A commission into problems of tourist operators in South Africa was also gazetted.

The eight man commission, chaired by former Chief Director of the National Parks Board, Dr Rocco Knobel, will report on the extent and quality of tourist services.

Members are Dr Knobel, Dr H Hamburger, Mr H Hamersma, Mr A H le Roux, Dr A M Pretorius, Mr J B Reitz, Mr D B Forssman and Mr G W T Behrens.

(Report by Bruce Cameron, Press Gallery, House of Assembly.)



Mr Hendrik Schoeman

## Govt inquiry into bus system

12/9/81

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HOUSE OF ASSEMBLY —  
The Minister of Transport, Mr Hendrik Schoeman, yesterday announced the establishment of a commission of inquiry into bus passenger transportation, increasing operating costs and rising fares.

Speaking during the debate on his budget vote he said this was the first commission of inquiry which had been appointed by the Department of Transport on which the various population groups were represented.

The opposition's transport spokesman, Mr Ray Swart, had opened the debate with a challenge to the government that if it was intent in improving services it should take the lead also on the issue of bus segregation.

The 12-man commission, chaired by Dr P J Welgemoed, will look into the question of bus subsidies resulting from increased operating costs and rising fares.

It is hoped that the interim reports will be received early next year.

The commission will study the effectiveness or otherwise of the existing procedure followed in respect of considerations for tariff adjustments, the basis of tariff determination and the desirability of making adjustments on an individual basis and only within certain areas at certain times.

It will also look at the alternative of a uniform countrywide tariff increase.

Consideration will be given to all facets of the subsidization of bus commuters and whether it was at all necessary or desirable.

Energy supplies and a future policy in this regard will also be studied by the commission.

Mr Swart (PFP Berea) said the government should take a lead on the issue of desegregated bus services if it was serious about providing better public urban trans-

He said the local Durban Transport Management Board, which controlled the city's bus service, had come out strongly in favour of a policy of desegregating the existing bus service.

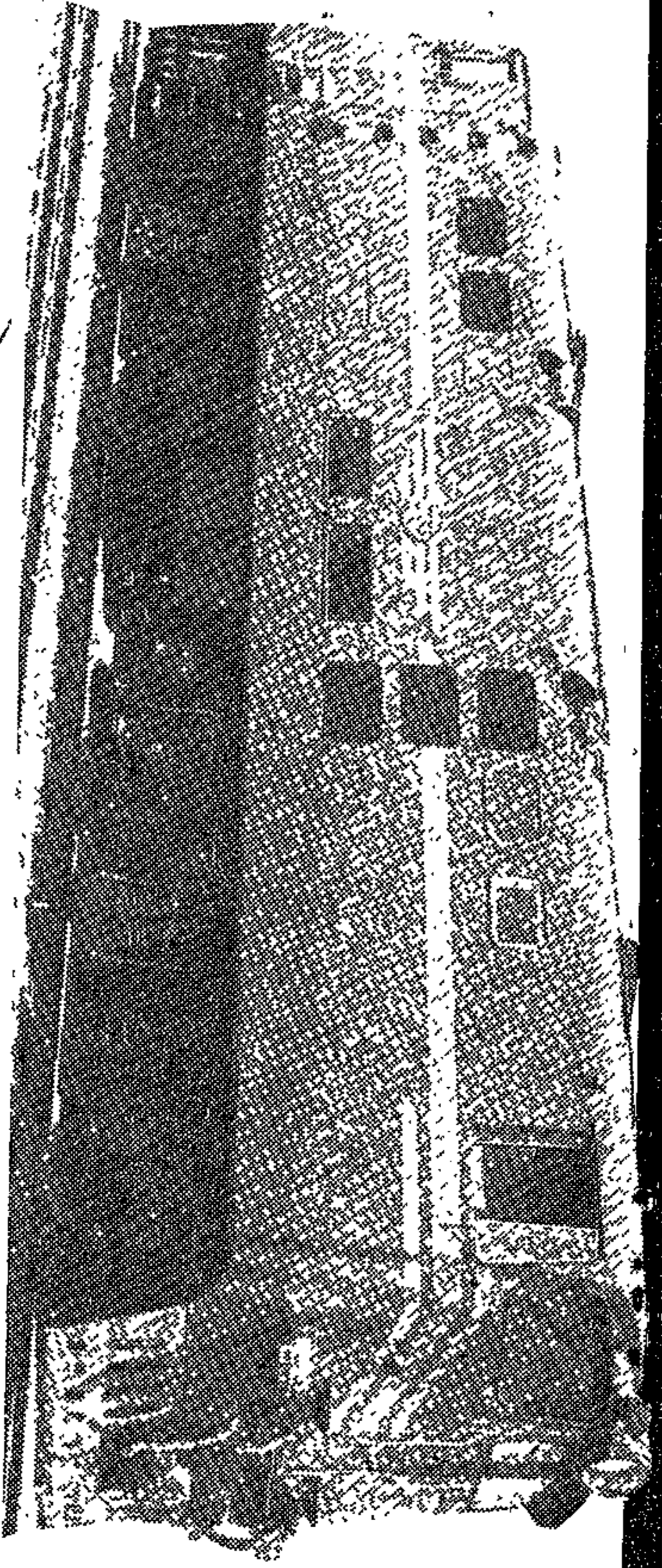
"They are in favour of this because it cannot operate an efficient and economic service if it has to cater for separate buses for separate racial groups.

"The result is that the undertaking in Durban is constantly faced with heavy losses and the public of Durban are subjected to a bus service which is totally inadequate and inefficient.

"I would like the minister to tell us what his department's and the government's attitude is to the issue of desegregated municipal bus services" — Sapa



SA 'WANTS  
ZIMBABWE  
ECONOMICALLY  
DEPENDANT'



# The train train

S-Express  
13/9/81

BJP  
SIPA

SA is prepared to lend locomotives but only on a govt-to-govt basis

- **BRITAIN:**  
SWA makes it cautious
- **SOUTH AFRICA:**  
Fears ANC springboard
- **ZIMBABWE:**  
No sanctions against SA

By Political Correspondent JOHN BATTERSBY in Cape Town and JENNIFER MORAN in Salisbury



# No cap-in-hand begging for aid from SA

Express  
As recent events in Zimbabwe — such as the rail transport crisis which has led to the current fuel crisis — testify, the South African actions are having a destabilising effect on the country.

We regard this as a very dangerous and short-sighted game that South Africa is playing and one which could have serious long-term consequences," he said.

The latest impasse between the two countries began with the announcement in March that South Africa was scrapping the preferential trade agreement between the two countries.

This was followed by the withdrawal of 26 South African locomotives on loan to Zimbabwe in July, the announcement in August that 20 000 Zimbabwean nationals living in

SALISBURY — With Zimbabwe still in the throes of a two-month transport and fuel crisis, one fact has emerged clearly — the Government will not plead with South Africa for help.

Among accusations that South Africa is sabotaging the Zimbabwean economy by holding up fuel deliveries and recalling leased locomotives, the official Government line is that South Africa knows what Zimbabwe needs in the field of transport and there will be no top-level begging bowl.

Since the first cut in quotas nearly two months ago after a 10-day delay in deliveries from South Africa, the situation in regard to diesel, petrol and aviation fuel has steadily declined.

Garage owners in Salisbury said that if motorists were allowed all they wanted stocks would run dry in a day.

Although the economic consequences of the shortages are not yet obvious, there is certain to be a major effect.

Sugar has been stockpiled in the Lowveld because of transport problems and more than R9-million worth of coffee — a prime foreign exchange commodity — is in jeopardy.

Bus services have been cut back and many people left stranded. Worst-hit are the tobacco and maize districts in the North. Last

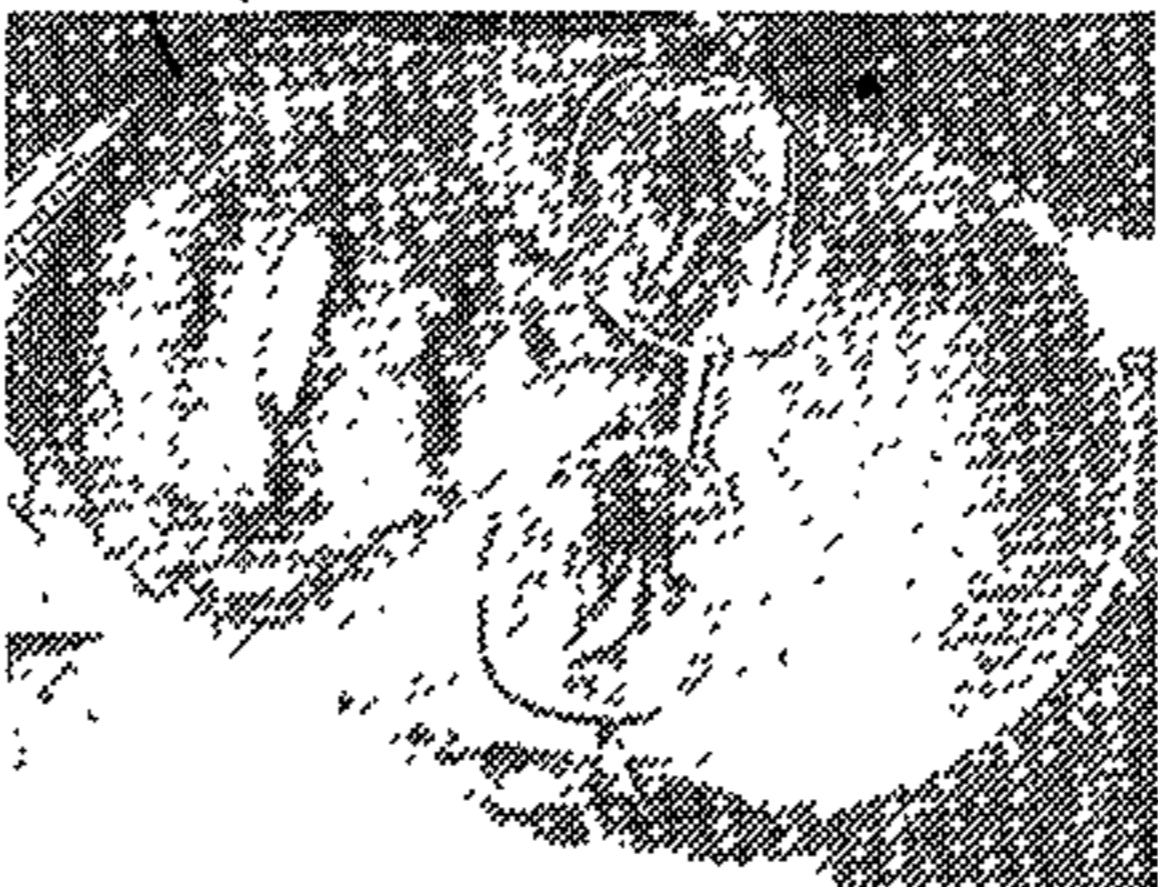
month, with only weeks to plough before the new season's crops had to be planted, farmers had no fuel for their tractors.

Just over 25% of the record maize crop orders have been moved and at the present rate of transport it would take 10 years to transport the entire crop.

The tobacco industry has been allocated less than half its truck requirements.

Dairy farmers have warned that there might be problems in delivering milk to the depots.

Three reasons have been given for the fuel shortfall — a



● Mr Josiah Chinamano fuel left in SA

boom in the Zimbabwean economy, overloading of rail lines through South Africa and a number of derailments in Mozambique and South Africa.

This year consumption is up by 20% on last year's figures of 179 630 tons of petrol and 296 166 tons of diesel.

Minister of Transport Mr Josiah Chinamano told Parliament that the Zimbabwean Government had bought 4½ months supply of diesel but it was still somewhere inside South Africa.

The turnaround time of the rail tankers carrying the fuel,

from the point of loading to the border had become extended, partly because of congested traffic on the South African rail system.

The normal fuel stock is 30 days, but at times in the last two months this has dropped to four, and even, once, to two days.

Mr Chinamano said the Government's policy on South Africa was that although diplomatic ties had been severed, economic ties and trade links remained.

"It is to be hoped that South Africa will accept that position and recognise that their long term interests, as well as ours, will best be served by co-operating with us in the field of transport to the maximum extent possible," he said.

Officials of the Ministry of Transport and the national railways of Zimbabwe had the necessary authority to contact and work in close co-operation with South Africa at both railway and official level and South Africa knew precisely what Zimbabwe needed, said the Minister.

"There is therefore no need for any approach to be made to South Africa on our bended knees," he said.

To combat the shortages

Zimbabwe will receive 60 new diesel electric locomotives early next year.

There are 25 on order from the United States to be delivered in mid-January and a further 35 will be ordered for early next year.

Meanwhile Zimbabwe has hired nine units from Mozambique and four from Zambia.

Another 22 locomotives are being overhauled and should be in operation by April next year.

Eighty-seven steam locomotives which had been retired are being overhauled and 40 are already operating.

South Africa took back 25 diesel electric locomotives this year when the leases expired but have sent Zimbabwe 13 steam shunting locomotives.

But in spite of the increase expected in locomotive power the transport problems are unlikely to be solved until the Beira-Umtali oil pipeline is re-opened.

The Government hopes this will be in operation by December so that fuel links with South Africa can be cut.

Once mended the line will be capable of handling all Zimbabwe's fuel requirements, having an initial capacity of 1-million tons of diesel and petrol a year.

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13/9/81



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13/9/81

THERE is growing concern in Western diplomatic circles — particularly in Britain and the United States — at South Africa's apparent role in disrupting the Zimbabwean economy through its selective withdrawal of services and symbolic acts of severance.

According to diplomatic sources both countries — which have a collective commitment of more than R600-million in foreign aid to Zimbabwe — are monitoring recent developments with a mixture of concern and anger over what they see as an organised attempt by South Africa to show who is the economic boss.

There is now sufficient evidence to allege that South Africa is deliberately using its economic muscle to show Zimbabwe who is boss, one Western diplomat told the Sunday South Africa would be expelled, and the allegation by Zimbabwe last week that South Africa was deliberately delaying fuel deliveries passing through its Yail network.

Another gnawing factor-raising questions about South Africa's intentions has been repeated allegations that South Africa is supporting the anti-Frelimo Mozambique Resistance Movement which has been responsible for blowing up railway lines and disrupting supplies of diesel from Mozambique to Zimbabwe.

A top-level economic commission under the auspices of the South African Foundation and led by Anglo American deputy chairman Gavin Kelly, which met Zimbabwe Prime Minister Mr Robert Mugabe at the end of July to discuss the deteriorating relations between the two countries and their implications for businessmen, was unable to defuse the situation.

According to diplomatic sources the only reason why Britain and the United States have not formally expressed their displeasure at the South African role is because of the delicate stage which has been reached on the negotiations for an internationally acceptable independence settlement in South West Africa.

The US has committed itself to giving R285-million to Zimbabwe over the next three years while Britain's commitment is more than R340-million over the same period.

Both countries are optimistic about Zimbabwe's future potential and are encouraged by developments so far. They are also very anxious that the new State should be successful.

Top-level allegations by several Zimbabwean Cabinet Ministers that South Africa is involved in a deliberate campaign to disrupt the Zimbabwean economy have met with low-level denials from South African Railways officials.

South Africa has indicated that it is prepared to negotiate the loan of locomotives to Zimbabwe on a government-to-government or ministerial level.

Although Zimbabwe has 60 locomotives on order from the US they will not be delivered until next year and the squeeze — which is costing Zimbabwe up to R6-million a week — is going to continue.

Why, then, have the two governments arrived at a stand-off which is of benefit to neither?

The answer, observers believe, is to be found in South Africa's insecurity about the prospect of an African National Congress (ANC) presence in Zimbabwe on the one hand and Mr Mugabe's non-negotiable commitment to full political

and diplomatic support for the Southern African liberation movements.

They also believe the South African action must be seen against the background of repeated threats that it will retaliate with economic sanctions which supports even voluntary sanctions against South Africa.

Pretoria is also anxious that Mr Mugabe's counter-constellation initiative — the nine-nation Southern African Development Co-ordinating Council — should not succeed.

Pretoria apparently believes that by exerting economic muscle at this stage it can influence the formulation of Zimbabwe's foreign policy but more specifically, that it can keep reminding Zimbabwe that even to allow the ANC to set up office in Salisbury would be considered an act of aggression against South Africa.

Furthermore, Pretoria appears to believe that as long as Zimbabwe can be kept heavily economically dependent it will be able to keep the ANC out.

Mr Mugabe has given repeated assurances that he will not allow Zimbabwe to be used as a base for military operations against South Africa and has said he will not take part in sanctions against this country.

South African Prime Minister Mr P W Botha holds the view that the opening of ANC offices in Salisbury would lead to Zimbabwe being used as a guerrilla springboard.

As one Western diplomat put it, "South Africa is using the same economic muscle in an attempt to manipulate Zimbabwe as it used to drag for- met Prime Minister Mr Ian Smith to the negotiating table, which in turn led to Mr Mugabe's victory."

By DAVID PINCUS, Staff Writer

# Massive container build-up could lead to increase in cost of containerisation

THE CITY Deep 13/9/81  
container depot is now back to normal but there are now more than 11,500 privately-owned and leased containers clogging private container parks on the Reef.

It has been estimated that these parks have more empty containers. What will happen once they are filled up is anyone's guess, and it is something that is causing distinct anxiety in Railway quarters.

None of the containers languishing in private container parks belong to any of the conference lines who, according to a recent estimate, have no more than about 1,600 containers on the Reef, now that the jam at City Deep has been cleared.

Although there is plenty of train capacity to move them to the coast, there simply isn't room enough for them there.

They cannot be moved out of the country because their owners, for example the non-conference lines that brought them here when they loaded a ship, travelled at higher rates, do not now have the ship capacity to take them back.

Those lines find it far more profitable to pick up breakbulk cargo when steaming north. There is a nagging thought in the industry that if the private parks on the Reef have to refuse to accept

any more containers because they are full, the SAR will have to take drastic steps.

The SAR did not want to comment this week, but in trade circles it is believed that the only logical action it can take is to refuse to unload containers from ships unless they have it in writing that they will be shipped out of the first country at the first available opportunity.

This would include proof that the container, once empty, will be moved to an inland container park — in other words, a berth will have to be reserved for it — and that clear instructions have been given for it to be moved

to the coast as soon as possible, where it will be kept and shipped out of the country on a specific ship.

Some pretty valuable cargo could be delayed if the SAR refused to offload containers because private parks were full.

Fears have also been expressed that the enormous build up of containers in private Reefs parks could lead to an increase in the cost of containerisation in general.



**Railways bill**  
CT 1579/81

HOUSE OF ASSEMBLY  
The South African Railways and Harbours expects to spend a record R7 298 million during the coming financial year. The Minister of Transport, Mr Hendrik Schoeman, gave notice yesterday that he will introduce the Railways and Harbours Appropriation Bill on Wednesday to apply for that amount from the Railway and Harbour Fund.

---

# What your train journey will cost

THE following are examples of rail fare increases from October 1, as announced in the railway budget today.

The present fares are given in brackets.

Single — Cape Town to Johannesburg, first class R92 (R83,65), second class R61,50 (R55,75), third class R28 (R25,50).

Single commuter journeys:

Cape Town-Mitchell's Plain: First class R2 (R1,50), third class 90c (50c).

Cape Town-Nyanga: First class R1,50 (R1,10), third class 60c (40c).

Cape Town-Bellville: First class R1,30 (R1), third class 60c (35c).

Cape Town-Simon's Town: R2,20 (R1,65), third class R1 (60c).

Weekly tickets:

Cape Town - Mitchell's Plain: First class R6,70 (R6,25), third class R1,70 (R1,55).

Cape Town-Nyanga: R5 (R4,65), third class R1,50 (R1,35).

Cape Town-Simon's Town: first class R7,40 (R6,85), third class R1,80 (R1,65).

## MONTHLY TICKETS

Cape Town-Mitchell's Plain R24,70 (R23,10); third class R7,50 (R6,90).

Cape Town-Nyanga R18,40 (R17,15); third class R6,40 (R5,85).

Cape Town-Simon's Town: R27,30 (R25,40); third class R7,96 (R7,20).

# AIR, RAIL FARES UP 10 PC

Political Correspondent

**RAIL and domestic air fares will be increased by 10 percent from October 1 — the second increase this year.**

The only exception is the fare for single commuter trips which will not go up, but return fares will be abolished. Weekly and monthly season tickets will on average increase by nine percent.

This was announced today by the Minister of Transport, Mr Hendrik Schoeman, when he introduced the 1981-82 Railways Budget in the Assembly.

In the railway part appropriation in February the main railway line fares and domestic air fares went up by 15 percent and suburban fares by slightly less.

## LAST YEAR

In April of last year first and second class rail fares went up by 15 percent and third class fares by 10 percent. Domestic air fares then went up by 20 percent. Mr Schoeman today also announced a 10 percent increase in domestic air freight rates.

He pointed out that no other rates were being increased. He said there was no reason, therefore, why the proposed adjustments should result in any increase in the consumer price index.

## FUEL

At a Press conference before he introduced his budget Mr Schoeman said fuel prices had risen by 840 percent since 1973 and the Railways had a R640-million loss annually on its passenger services.

This remained a source of great concern to the Railways. In terms of the recommendations of the Franszen Commission the

railways should receive, apart from an exception of interest to which the State had already agreed, still further financial relief from non-railway sources in 1981/82 in respect of certain services the Railways were still obliged to give at a loss.

He was negotiating with the Minister of Finance, Mr O Horwood, on this matter.

## RETURN FARES

The abolition of return fares would bring commuter journeys on a par with main-line journeys where the return fare was double that of a single fare.

The fare for a single first class return ticket between Cape Town and Wynberg would increase from 75c to R1 and the fare of a third class trip between Johannesburg and New Canada would go up from 25c to 40c.

## SEASON TICKETS

Although these fares represented increases of 33 and 60 percent they did not apply to the worker who travelled with a special season ticket, as these monthly and weekly tickets would on average go up by nine percent.

Over shorter distances the percentage increase was slightly more than the average and over longer distances it was less.

Mr Schoeman said the holder of a season ticket in the first class would still only pay 1,6 cents a kilometre over an average travelling distance of 20 km and third class passengers would pay 0,5 cent.

## REVENUE

It was expected that the proposed tariff adjustments would yield additional revenue of R27,9-million which would convert the anticipated deficit of R24,3-million into a surplus of R3,6-million.

The total Railway Budget this year provides for a sum of R7 298 100 000.

Referring to the airways Mr Schoeman said it also had to contend with an ever-increasing gap between revenue and expenditure but were in the fortunate position that SAA had one of the most modern aircraft fleets.

The airways were under strong pressure because of the rising fuel costs caused

Rail, air  
fares up

(Continued from Page 1)

by the strengthening of the American dollar against the rand and other currencies.

Mr Schoeman said that during the financial year goods traffic was expected to increase by four percent and some 983 million tons would be conveyed. Rail and air passenger traffic would also increase.

(News by W. Wentzel, Press Gallery, House of Assembly, Cape Town)

(Continued on Page 2, col 9)



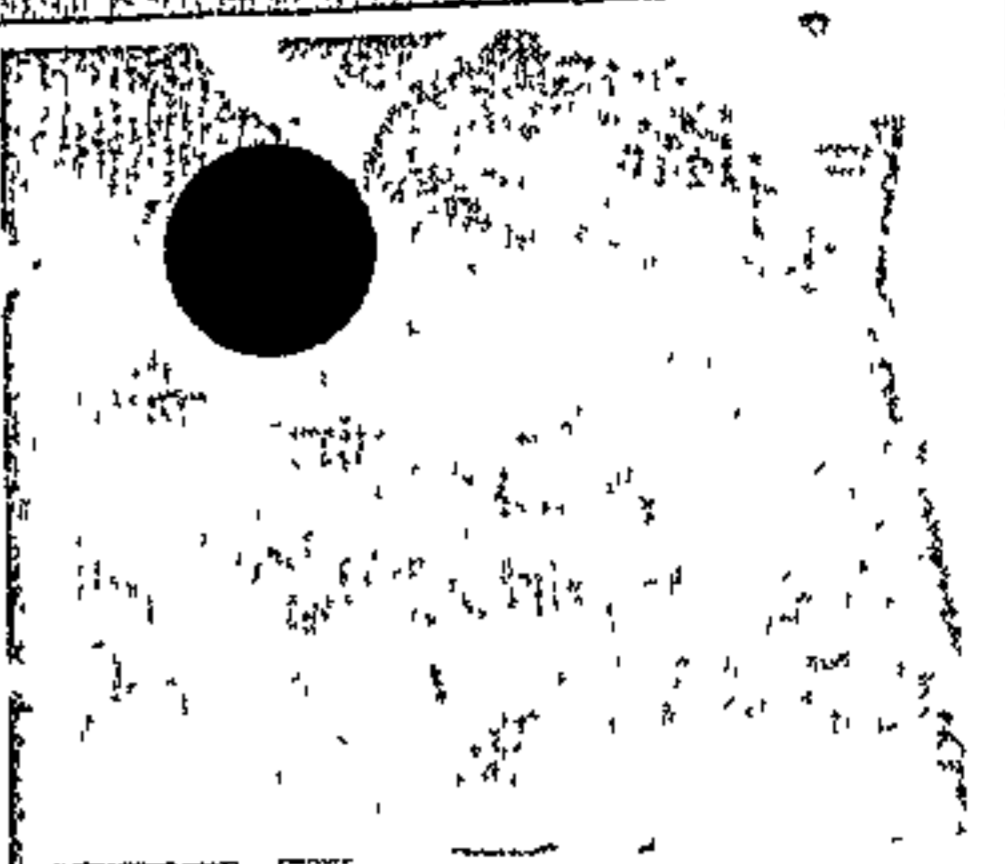
(24) Soweto 1975

# The big train crush

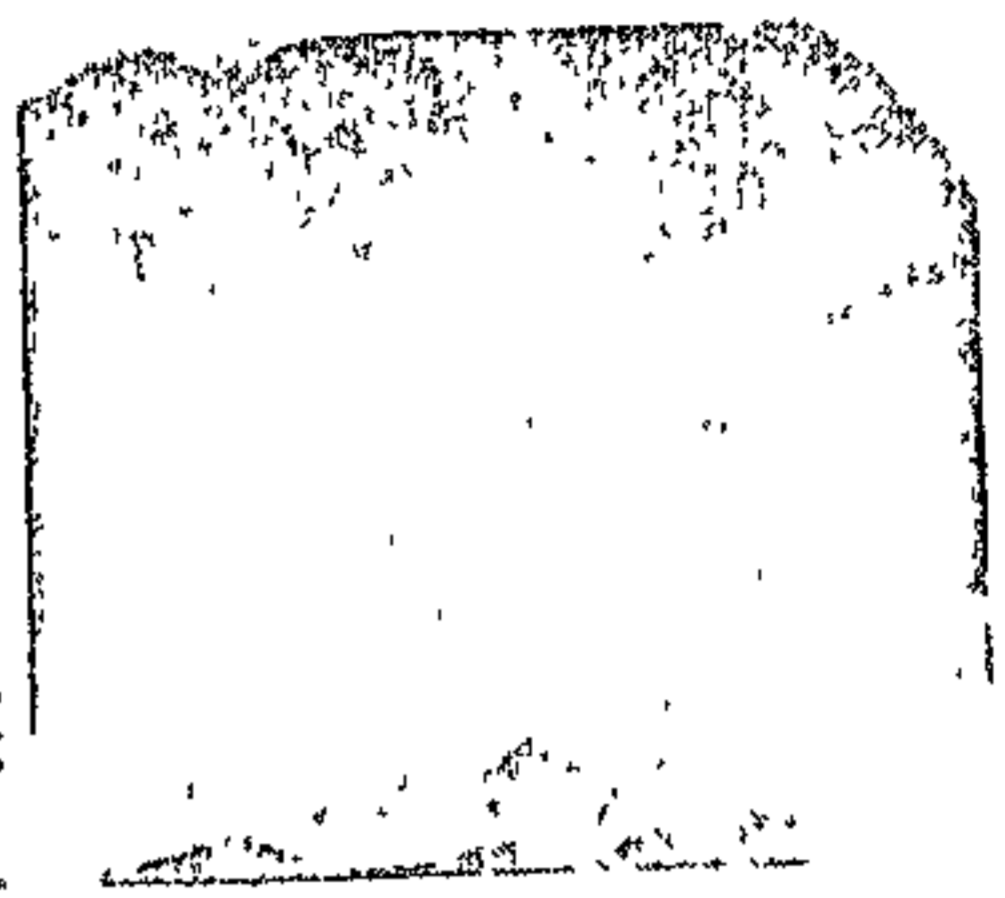


The South African Railways says there are enough trains to cope with the large numbers of passengers to and from Soweto. But sights such as this one belie the statements. Commuters are forever complaining about the dangers of being squeezed like sardines in the packed coaches, or having to hang out dangerously.

Pic: LEN KUMALO



STARVED: Mrs Elio SPOCKED: Mr Aired UNFAIR: Mr Aired



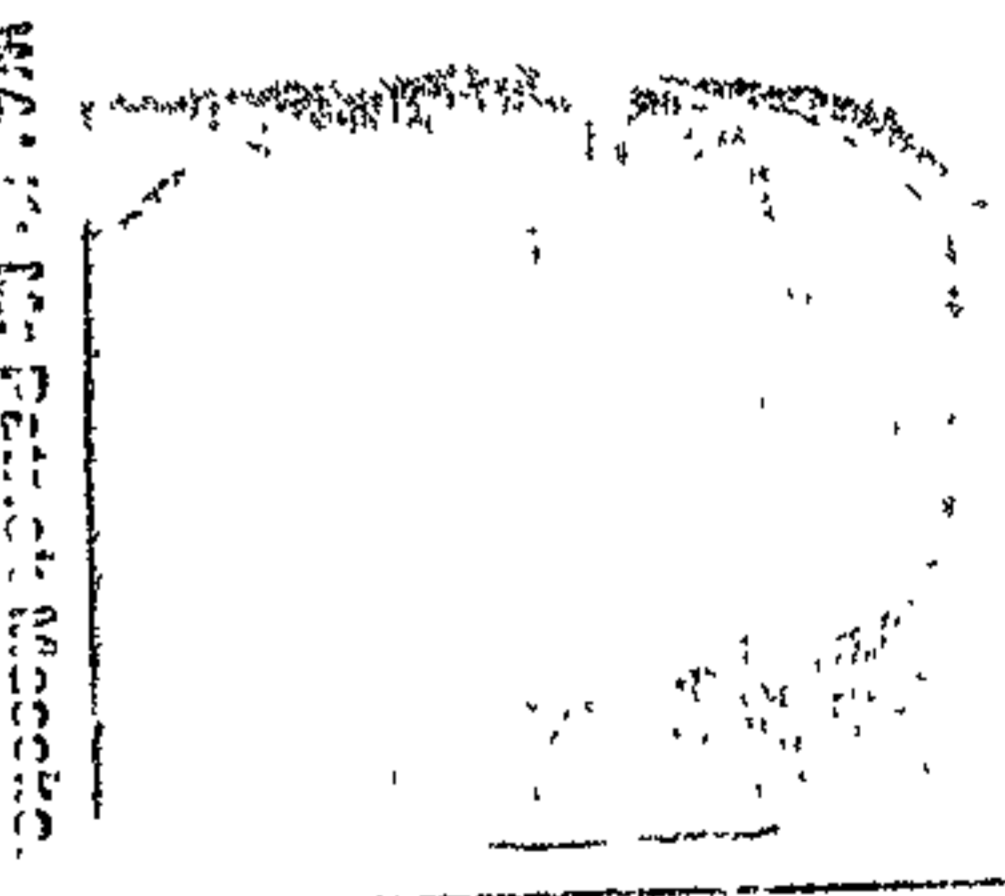
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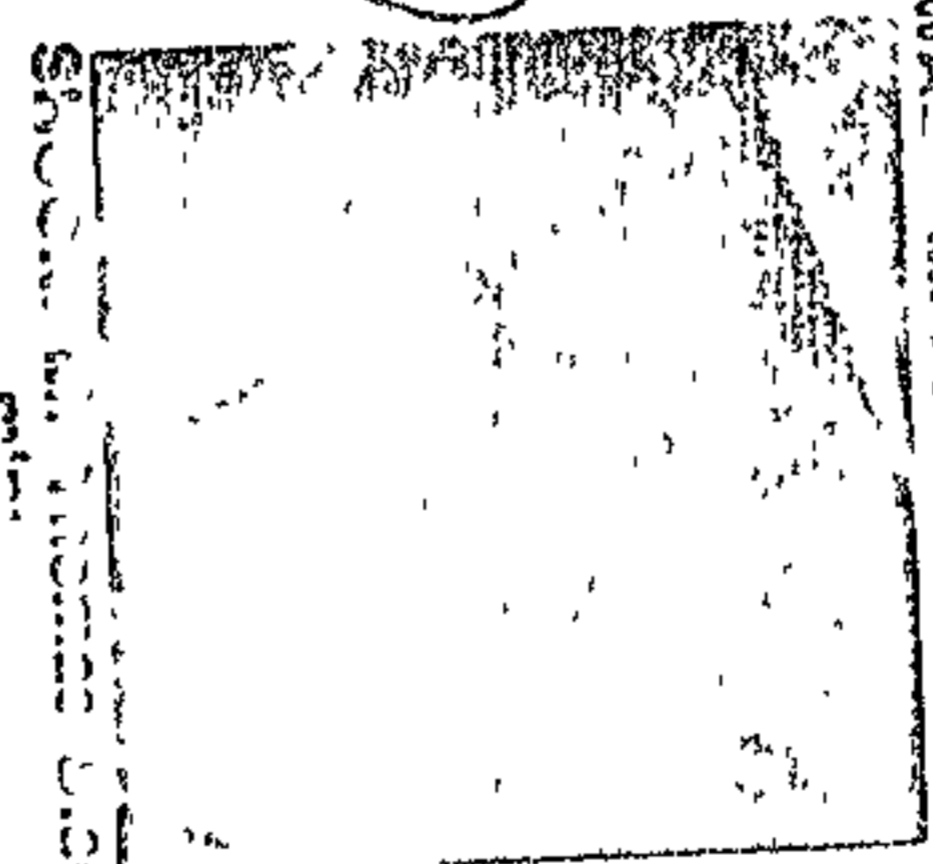
# Railways budget

# STIFFER SFARES

TRAIN fares are to go up again in two weeks - the second increase this year. The overall increase will be ten

By CHARLES MOGILE, ELLIOT TSWANGWALA AND NICOPIANE MAKOBANE  
by the Minister of Transport Mr Hendrik Schoeman when he introduced the Railways Budget in Parliament  
terminal station. This means that a passenger traveling from Johannesburg to Naledi will not pay the old 50c return fare. Instead, he

264/2  
264/5  
264/12

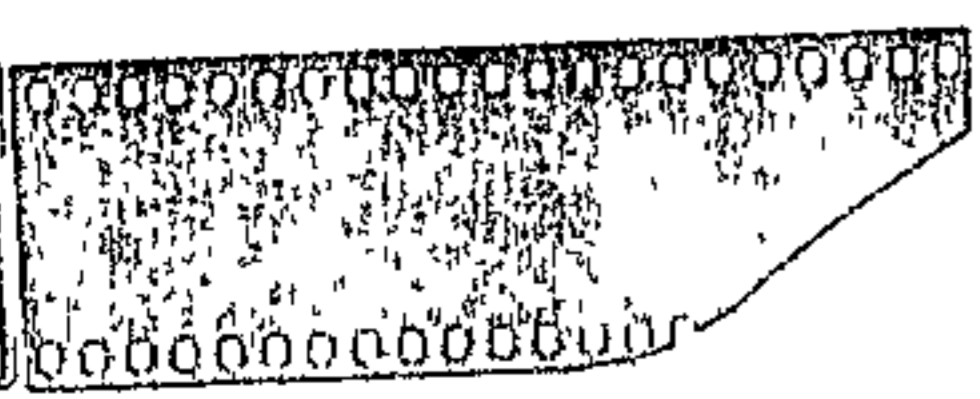


STARVED: Mrs Elio SPOCKED: Mr Aired UNFAIR: Mr Aired

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# FARES GO UP

From Page 1

bus fares will not go up.

Here is a list of some of the old and new return fares along the Reef:

Reacting to the announcement of the rail fares increase, Mr Chris Mokoditso, former executive member of the banned Black Peoples' Convention, said it was a terrible thing for the poorest class in the community to be confronted

with such abrupt high fares.

He said as far as the question of issuing tickets is concerned, this will entail not only higher loss of money to the poor but also a duplication of service to the booking offices.

"Without doubt, the present long queues will double and this will cause inconveniences to commuters, which on the other hand can be

considered as abuse of manpower.

"The fact that the Railways is running at a loss is not a justification for it to increase the fares because it is providing an exceptionally essential service which if it was utilised by the voters it would have been definitely subsidised," he said.

Miss Amanda Kwadi, a social worker, said the increase was a blow to blacks in the low income considering that there has been numerous increases recently in basic commodities as well as bus and taxi fares.

She said the irony of it all was that the Government kept on increasing the Defence Budget annually but seemed not prepared to subsidise needs affecting blacks most. She added that at least black wages should also be increased.

## What you'll pay

Jhb to:	1st class		3rd class	
	old	new	old	new
Germiston	80c	R1,10	30c	50c
Cleveland	55c	70c	20c	30c
Dube	95c	R1,30	35c	60c
Roodepoort	R1,00	R1,30	35c	60c
Naledi	R1,35	R1,80	50c	80c
Kempton Park	R1,35	R1,80	50c	80c
Pretoria	R3,05	R4,10	R1,10	R1,70
Vereeniging	R3,30	R4,40	R1,20	R1,90
Springs	R1,60	R2,10	55c	90c
Krugersdorp	R2,05	R2,80	75c	R1,20

September 26 1981

**By CHARLES MOGALE, ELLIOT TSHINGWALA AND NKOPANE MAKOBANE**

TRAIN fares are to go up again in two weeks - the second increase this year.

The overall increase will be ten percent, but casual commuters will pay twice the old single fare for a return trip. The shock announcement was made yesterday

by the Minister of Transport, Mr Hendrik Schoeman, when he introduced the Railways Budget in Parliament. Passengers making return trips will have to buy two single tickets at the old fare. A Railways spokesman explained that both tickets could be bought from either

terminal station. This means that a passenger travelling from Johannesburg to Naledi will not pay the old 50c return fare. Instead, he will have to buy two single tickets at 40c each.

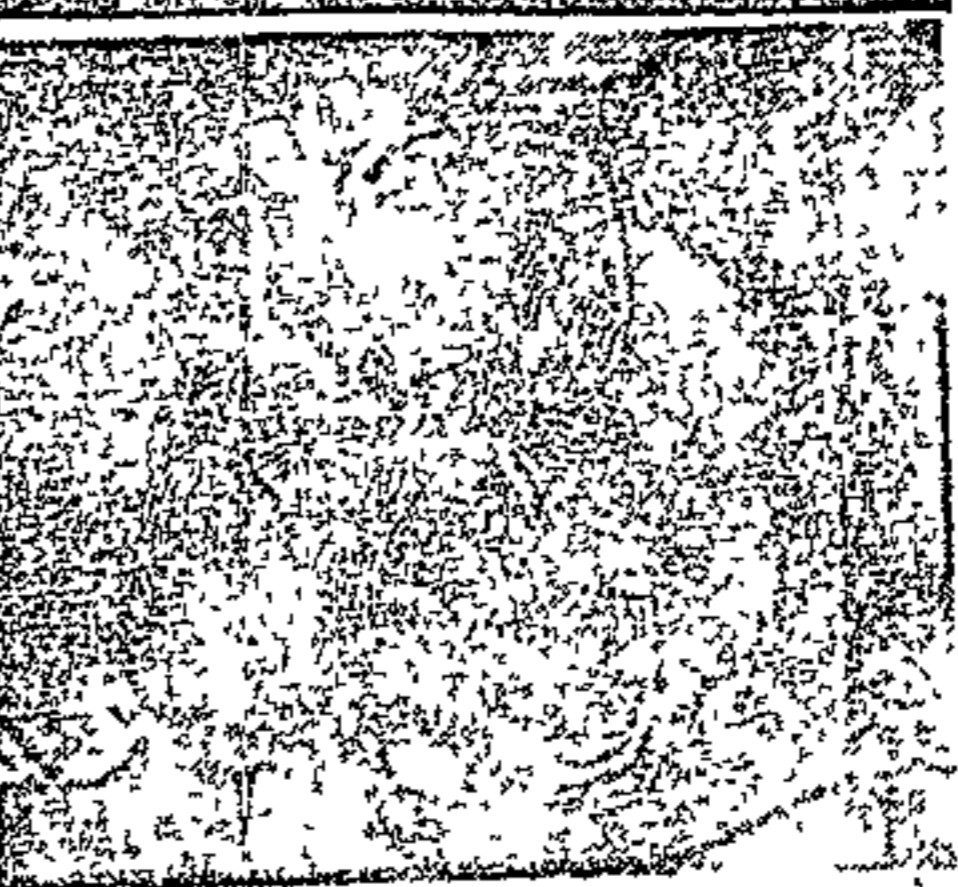
Both tickets will be valid for one day only. Season tickets have increased by nine percent, and according to Railway officials workers will not be affected "to that extent."

The new system, he said, was introduced to put South Africa in line with the methods used abroad, and to combat fare evasion.

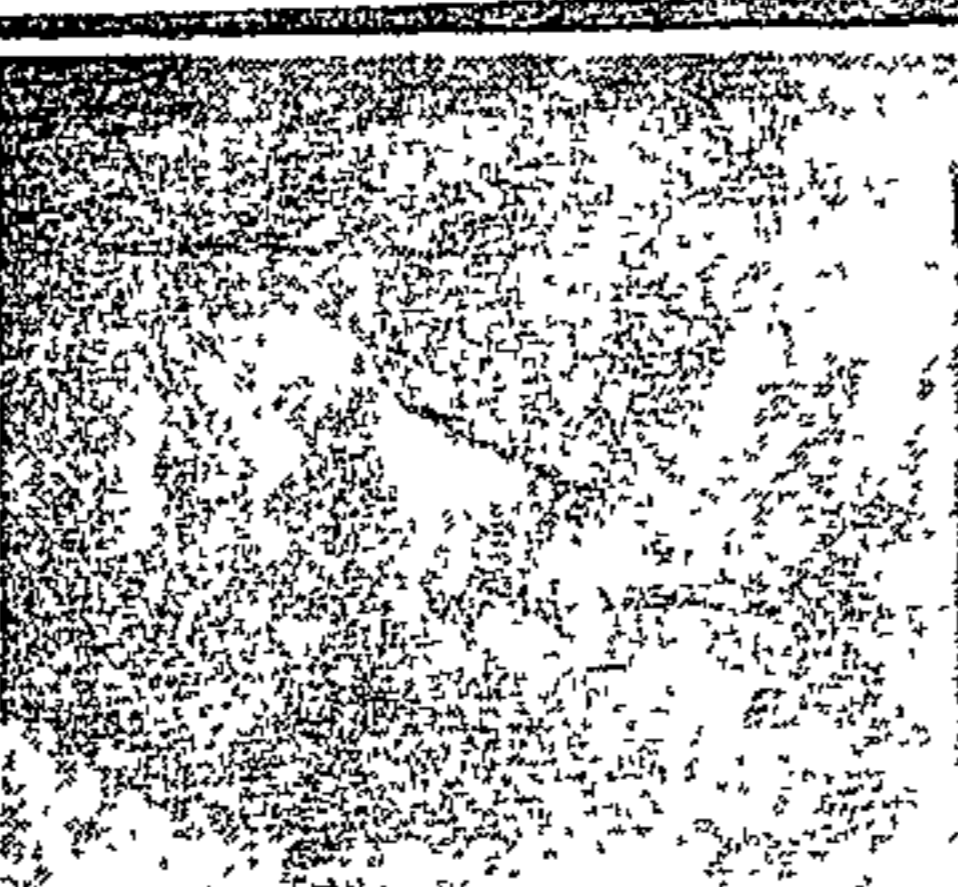
Before introducing the budget, Mr Schoeman told reporters that the Railways were losing R640-million annually on its passenger service. The new tariffs were expected to yield R27.9-million a year.

The last time the fares were increased was in February, when a 15 percent increase was added.

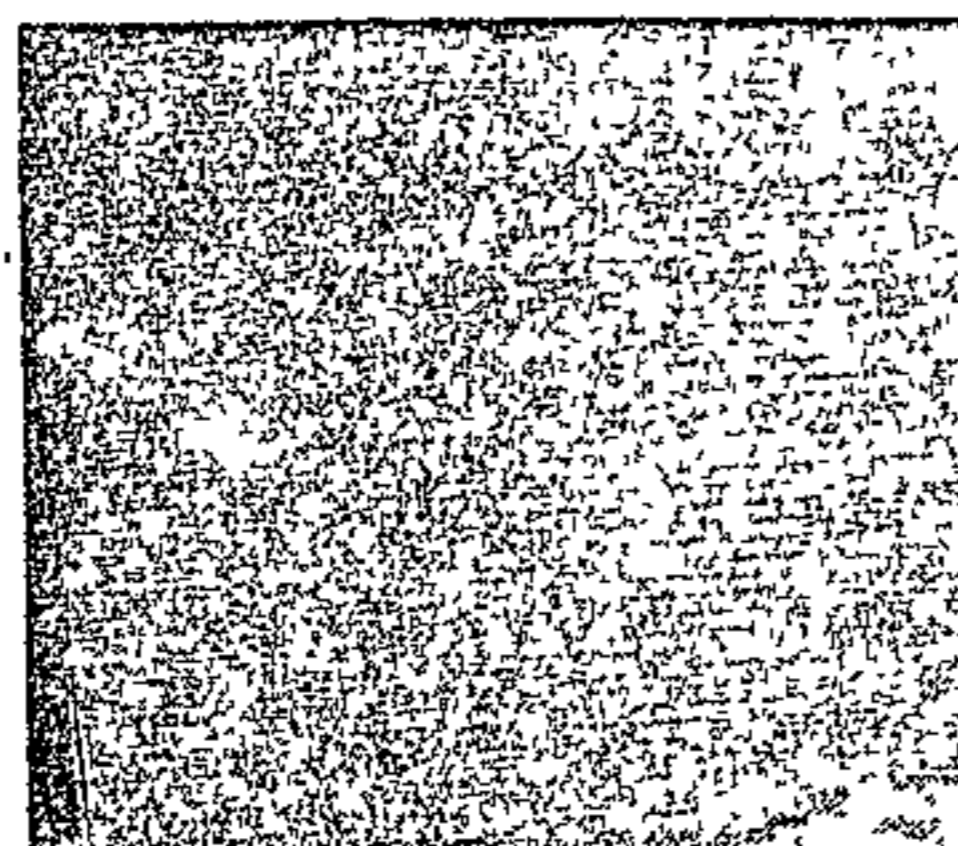
Air fares will also go up by 10 percent. Railway



**SHOCKED:** Miss Naume Diamini.



**TOUGH:** Mr Joseph Nka-binde.



**FAIR:** Mrs Naomi Seshaka.



**SHOCKED:** Mrs Ivy Naledi.



HOUSE OF ASSEMBLY.

The Minister of Transport, Mr Hendrik Schoeman, yesterday announced a 10 per cent increase in domestic airfares and rates and main line railfares.

Commuter railfares would not be increased, but return trips would be abolished — an effective increase of between 30 and 60 per cent.

Weekly and monthly season tickets would be increased by nine percent.

There would, however, be no increases in tariffs. Rates on all goods, including livestock, would remain unchanged.

Mr Schoeman said there was no alternative but to increase fares with effect from October 1.

Because no other rates on any of the other services were to be increased, there was no reason why the proposed adjustment should result in an increase in the consumer price index.

In terms of the adjustment,

# Air, rail travel to cost more,

the price of a first-class ticket from Johannesburg to Cape Town, which at present costs R83,65, increases to R92, while the price of a third-class ticket from Johannesburg to Durban increases from R13,15 to R14,50.

"In the first mentioned instance the fare increases by half a cent per kilometre while the price of the third-class ticket is increased by a mere 0,2-cent per kilometre.

"As for commuter journeys, fares for single trips are not being increased. Return tickets, however, give rise to large scale evasion of fares and are being abolished.

"This step will bring the cost of commuter journeys on a par with main line journeys where the return fare is double the fare for a single journey.

"The fare for a first-class return journey between Cape Town and Wynberg will, for instance, increase from 75c to R1 while the fare for a third-class return journey between Johannesburg and New Canada will increase from 25 cents to 40c.

"Although these fares represent increases of 33 and 60 percent, respectively, they do not apply to the worker who travels with a special season ticket.

"Weekly and monthly season tickets are being increased on average by nine percent. Over shorter distances the percentage increase is slightly more than the average and over longer distances it is less.

"A first-class weekly ticket between Johannesburg and Krugersdorp will increase

from R6,25 to R6,70 while a third-class weekly ticket between Johannesburg and Dube is to be increased from R1,20 to R1,30 and between Cape Town and Mitchells Plain from R1,55 to R1,70.

"The increase in third class fares is approximately one cent per journey and only a fraction of a cent per kilometre.

"For the holder of a season ticket the fare in first-class will still be only 1,6 cent per kilometre and the third-class only 0,5 cent per kilometre over an average travelling distance of 20 kilometres.

"Notwithstanding the proposed increases in passenger fares it is expected that rail passenger services will operate at a loss of R628m for the 1981/82 financial year.

"It is expected that the pro-

posed tariff adjustments will yield additional revenue of R27,9m in the 1981/82 financial year which will convert the anticipated deficit of R24,3m into a surplus of R3,6m.

"From April 1973 to July 1981 fuel prices increased by no less than 840 percent. The fuel increase effected in July 1981 will cost the railways R53m in the current financial year and R71m for a full financial year.

"I am glad, therefore, that we are not proposing any other tariff increase. Rates on all goods, including livestock etc, remain unchanged. May this contribute towards combating inflation."

Reviewing the prospects for 1981/82, Mr Schoeman said it was expected that goods traffic would increase by four

percent with some 183-million tons being conveyed. Suburban train journeys were expected to increase by five percent and main line journeys by about seven percent.

Notwithstanding these increases it was anticipated that passenger services would reflect a comparable loss.

Economic indicators showed that as far as harbour activities were concerned import and export volumes would increase by seven and one percent respectively.

A growth of about seven percent in domestic air traffic and an increase of some 15 percent in revenue from international passenger traffic was expected. The latter improvement was partly attributable to the compulsory

# Tariffs unchanged

data tariff adjustment on certain services.

The commissioning of the Boeing 747 Combis had provided more capacity and a growth of approximately ten percent in international cargo revenue was expected.

It was estimated that total revenue for 1981/82 would amount to R5404,8 million which represented an increase of R899,3m or 19,9 percent compared with 1980/81. On the other hand, it was expected that expenditure would amount to R5429m, almost R966,5m or 21,7 percent more than the revised estimate for 1980/81, leaving a deficit of R24,3m.

One of the main reasons for the rise in expenditure was the increase in the price of fuel on July 6, 1981 which was considerable higher than

expected.

"This increase has caused severe cost pressure, especially on the airways, and will result in additional expenditure of R20m in the current financial year and R27m for a full financial year.

"Consequently, it is expected that South African Airways will show a loss of approximately R29m for 1981/82."

The aviation industry world wide experienced its worst year ever in 1981 with an estimated deficit of more than three billion dollars.

Results for the first half of the current year indicated that 1981 would close with an even greater loss.

As an emergency measure data members had decided to increase fares and cargo tariffs, with few exceptions, by

five percent from September 1, 1981.

"Likewise, South African Airways has to contend with an ever-increasing gap between revenue and expenditure but it is in the fortunate position that it has one of the most modern aircraft fleets at its disposal.

"Timeous provision has been made to supplement and replace its aircraft with equipment which incorporates the latest technology in the field of the conservation of fuel, the most important single cost factor in the exploitation of any airline.

"The airways is at present under strong pressure owing to rising fuel costs on account of the strengthening of the American dollar against the South African rand and other currencies.

"Losses on rail passenger services remain a source of great concern to the Railways."

"In terms of the recommendations of the Franzen Committee the Railways should, apart from the exemption of interest to which the state has already agreed, receive still further financial relief from non-railway sources in 1981/82 in respect of certain services the railways is still obliged to render at a loss.

"It is therefore imperative that the recommendations of the Franzen Committee be afforded early attention in order to effect further financial adjustments.

"My colleague, the Minister of Finance (Mr Owen Horwood), and I are presently negotiating in this regard.

"All things considered, it is evident that there is no alternative but to increase domestic air fares and rates, as well as rail fares," the minister said. — Sapa.

17/9/81

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CT 17/9/81 (269)

# SAR projects report

HOUSE OF ASSEMBLY. — The Minister of Transport, Mr Hendrik Schoeman, yesterday gave Parliament a progress report on some of the larger capital projects undertaken by his department.

Introducing the Railway budget, he said the line between Port Elizabeth and De Aar was being electrified at an estimated cost of R100 million and the section between Beaufort West and De Aar at an estimated total cost of R53,2m.

"It is anticipated that these facilities will be brought into use in 1983 and 1984 respectively."

The Natal main line was being doubled between Newcastle and Union at a cost of some R249m. Portions of the line had already been completed, while other portions would be in use by

1982 and the line as a whole by 1984.

Work on the railway line between Broodsniersplaas and Richards Bay to increase its carrying capacity had already started and would be completed towards the end of 1985.

The deviation of the line between De Doorns and Kleinstraat, which included the construction of a 13,4 km tunnel through the Hex River Pass and which was estimated to cost R63 m, was expected to be brought into use in August, 1984.

The new hangar for macrojets at Jan Smuts Airport would be completed early next year and would cost about R54m.

It was expected that the new station for non-white passengers at Belle Ombre in Pretoria would come into use next year.

Good progress had been made with Sentrarand, the central yard near Bapsfontein. The estimated cost of stage one was R25m and that of stage two was R152m. These two stages would be completed during March and September 1982 respectively, Mr Schoeman said.

The South African Railways had also had to contend with considerable escalation problems.

"The increased price of fuel is probably the main single factor in this respect but other price increases have also contributed to the escalation.

"The cost of permanent way material probably best reflects the spiralling costs over the past decade. In 1970-71 the cost of a concrete sleeper with the necessary fastenings was R5 57. The present price is R16.35 — an

increase in cost of 194 per cent. The cost of rails was R61 75 a ton in 1970/71 against the present cost of R419 39 — an increase of no less than 579 percent."

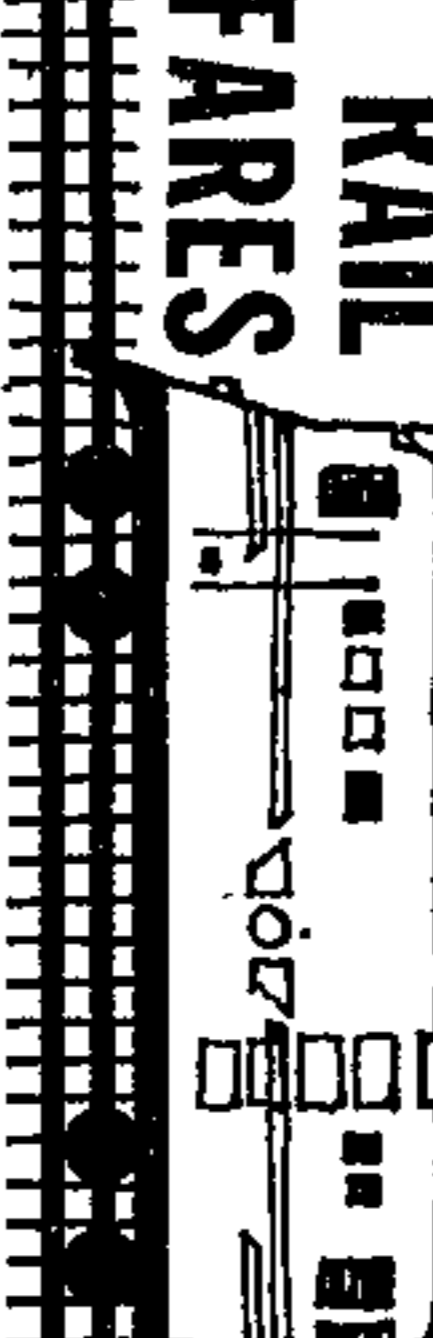
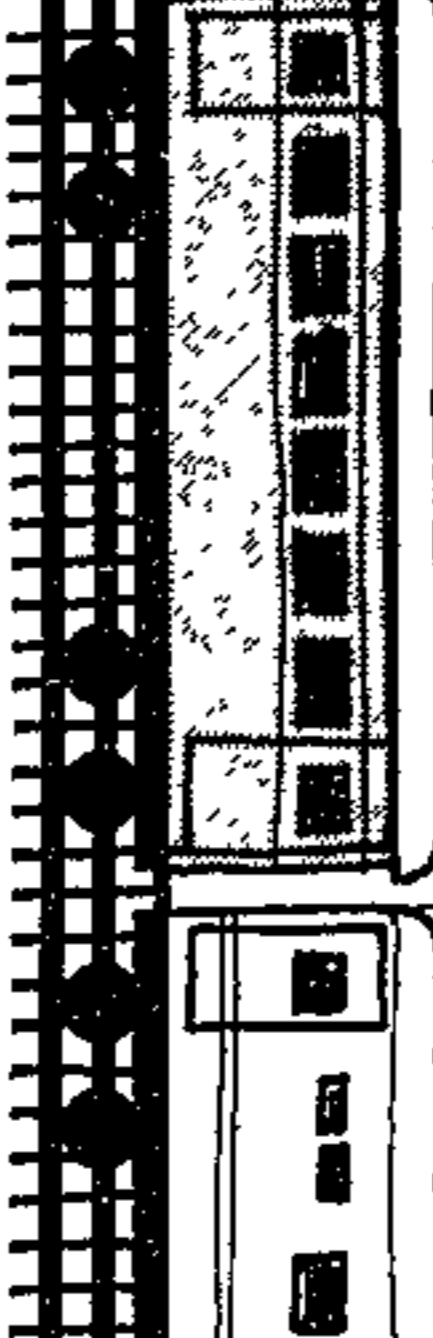
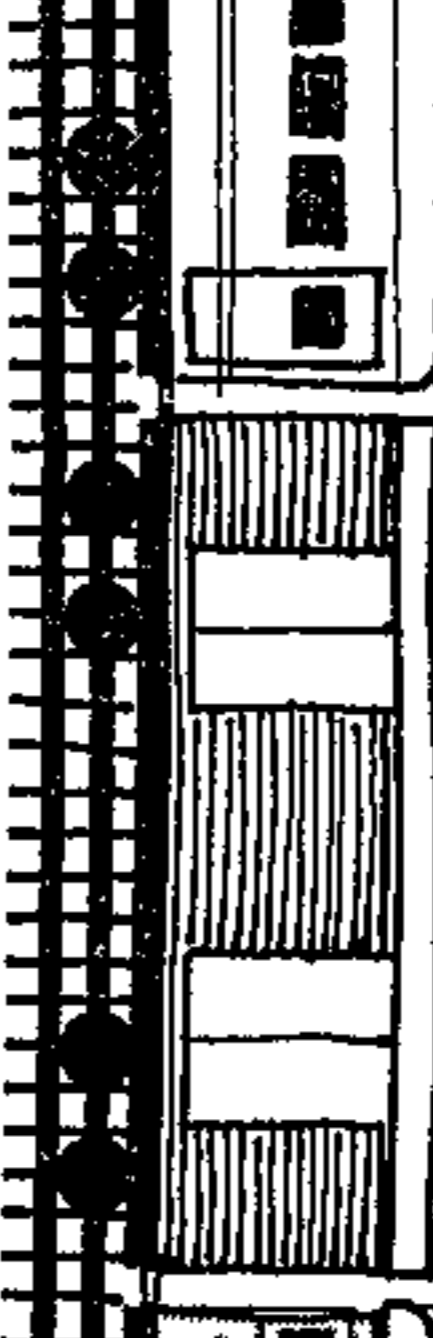



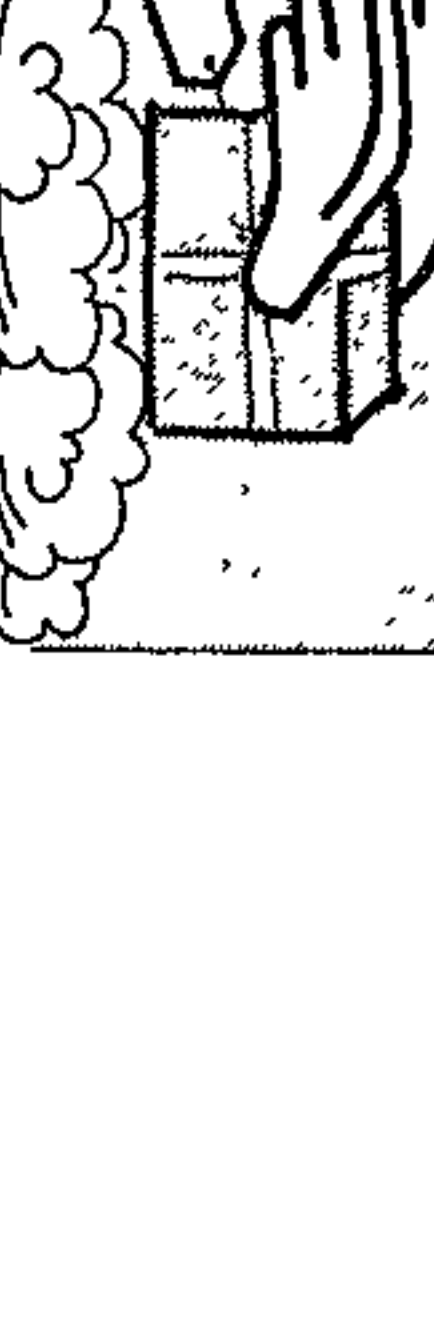

The first phase of the multi-purpose bulk-handling appliance at Richards Bay harbour was already in use. The need for additional facilities for the handling of bulk cargo at this harbour was being investigated.

Special facilities for the handling of steel, granite and wood were being planned and would be completed by the end of 1985.

The construction of a refrigerated containerized fruit-holding store in the container terminal at Table Bay harbour was progressing satisfactorily and it was anticipated that it would be completed by April, 1982 — Sapa



From October 1

	<b>MAIN LINE FARES</b> UP 10%		<b>DRAKENSBURG &amp; BLUE TRAIN</b> UP 10%		<b>GOODS TARIFFS</b> NO INCREASE		<b>SEASON TICKETS</b> UP 9%		<b>COMMUTER FARES</b> UP 30-60%
	<b>RAIL FARES</b>		<b>AIR FARES</b>		<b>DOMESTIC AIR FARES</b> UP 10%		<b>AIR FREIGHT</b> UP 10%		

EXAMPLE

~~RETURN FARE~~  
JOHANNESBURG  
GERMISTON  
R1.10 80c

**SINGLE**  
JOHANNESBURG  
GERMISTON

# SA and main line railway fares soar by 10%

SUBSTANTIAL increases in domestic air fares and rates and main line and commuter rail fares were announced by Mr Schoeman.

He said domestic air fares and rates were to be increased by 10%. Main line rail fares would also be increased by 10%. The increase would also apply to the Drakensberg and Blue Trains.

Commuter fares for single trips would not be increased, but return tickets would be abolished. This would mean an increase of between 30% and 60%.

Weekly and monthly season tickets would be increased by 9%. There would, however, be no increases in tariffs. Rates on all goods including livestock would remain unchanged.

Mr Schoeman said there was no alternative but to increase fares with effect from October 1.

Because no other rates on any of the other services were to be increased, there was no reason why the proposed adjustment should result in an increase in the Consumer Price Index.

In terms of the adjustment, the price of a first class ticket from Johannesburg to Cape Town, now R83,65, increases to R92, while the price of a third class ticket from Johannesburg to Durban increases from R13,15 to R14,50.

"In the first instance the fare increases by .5c per kilometre while the price of the third class ticket is increased by a mere 0.2c per kilometre.

"As for commuter journeys, fares for single trips are not being increased. Return tickets, however, give rise to large scale evasion of fares and are being abolished.

"This step will bring the cost of commuter journeys on a par with main line journeys where the return fare is double the fare for a single journey.

"The fare for a first class return journey between Cape Town and Wynberg will, for instance, increase from 75c to R1 while the fare for a third class return journey between Johannesburg and New

Canada will increase from 25c to 40c.

"Although these fares represent increases of 33% and 60% respectively, they do not apply to the worker who travels with a special season ticket.

"Weekly and monthly season tickets are being increased on average by 9%. Over shorter distances the percentage increase is slightly more than the average and over longer distances it is less.

"A first class weekly ticket between Johannesburg and Krugersdorp will increase from R6,25 to R6,70 while a third class weekly ticket between Johannesburg and Dube is to be increased from R1,20 to R1,30 and between Cape Town and Mitchell's Plain from R1,55 to R1,70.

"The increase in third class fares is approximately 1c per journey and only a fraction of a cent per kilometre.

"For the holder of a season ticket the fare in first class will still

than 840%.

The fuel increase effected in July 1981 will cost the railways R53m in the current financial year and R71m for a full financial year.

"I am glad, therefore, that we are not proposing any other tariff increase. Rates on all goods, including livestock, remain unchanged. May this contribute towards combating inflation."

Reviewing the prospects for 1981/82, Mr Schoeman said it was expected that goods traffic would increase by 4% with some 133-million tons being conveyed.

Suburban train journeys were expected to increase by 5% and main line journeys by about 7%.

Notwithstanding these increases it was anticipated that passenger services would reflect a comparable loss.

Economic indicators showed that as far as harbour activities were concerned, import and export volumes would increase by 7%

## Commuters' season tickets will cost 9% more — and return tickets have been scrapped

be only 1.6c per kilometre and the third class only 0.5c per kilometre over an average travelling distance of 20km.

"Notwithstanding the proposed increases in passenger fares it is expected that rail passenger services will operate at a loss of R62-million for the 1981/82 financial year.

"It is expected that the proposed tariff adjustments will yield additional revenue of altogether R27,3m in the 1981/82 financial year which will convert the anticipated deficit of R24,3m into a surplus of R3,6m.

"From April 1973 to July 1981 fuel prices increased by no less

and 1% respectively.

A growth of about 7% in domestic air traffic and an increase of some 15% in revenue from international passenger traffic was expected. The latter improvement was partly attributable to the compulsory IATA tariff adjustment on certain services.

The commissioning of the Boeing 747 Combs had provided more capacity and a growth of approximately 10% in international cargo revenue was expected.

It was estimated that total revenue for 1981/82 would amount to R5 404,8m, an increase of R389,3m or 19,9% compared with 1980/81.

*Walter van der Rand*  
19 RAND DAILY MAIL, Thursday, September 17, 1981

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## Black rail tariffs 'best in the world'

of the Franzsen Commission This would entail the payment of a third of these costs by employers, a third by the State and a third by the Railways.

Apart from the uneconomical passenger services, the Railways had to find funds to provide salary increases for its staff.

"Salary increases were awarded in April and if we have to give another 12,5% a year, it will mean an additional R20m for every 1% increase."

He said trade unions were well aware that there were not enough whites to do all the jobs on the South African Railways and had agreed that the employment of blacks in certain jobs was not a threat to whites.

"There are just not enough whites to do all the work."

SOUTH African Railways was transporting blacks at a cost of 0.5c a kilometre in some cases, a tariff which could not be equalled anywhere in the world, Mr Schoeman said.

Speaking at a Cape Town Press conference on his budget proposals he said the Railways had no alternative but to increase fares and rates.

"Since 1973, the price of fuel has risen by 840% and the passenger services of the Railways are showing a loss of R540m.

"The 10% increase in passenger fares will not make much of a difference, but had it not been done, we would have shown a loss of about R20m in the budget.

"With the 10% increase we will now have an overall surplus of R3,6m."

Domestic air passenger fares and rates were also increased by 10%, except for express cargo rates which were increased a few months ago.

With the 10% increases in rail and air tariffs announced in the Railways Part Appropriation Bill earlier this year, passenger fares have increased by 20% this year.

Mr Schoeman said the State's contribution to uneconomical passenger transport services was R280m and the Railways was considering the implementation of the recommendations

"Losses on rail passenger services remain a source of great concern to the Railways.

"In terms of the recommendations of the Franzsen Committee the Railways should, apart from the exemption of interest to which the State has already agreed, receive still further financial relief from non-railway sources in 1981/82 in respect of certain services the railways is still obliged to render at a loss.

"It is therefore imperative that the recommendations of the Franzsen Committee be afforded early attention in order to effect further financial adjustments," he said.



# Air fares 'big blow' to city tourism

## Consumer Reporter

THE 10 percent increase in air fares is a blow to the tourist industry which is so vital to Cape Town, Mr John Robert, managing director of Captour, said today.

He suggested that, instead of losing money on some flights between Cape Town and Johannesburg which were not completely full, South African Airways should arrange to sell seats at a reduced price through Captour and similar organisations.

'They already have "part-charter" arrangements — under which a block of seats on an ordinary scheduled flight is sold at reduced prices — on international flights because of competition from other airlines

'But they do not do it on internal flights because there is no competition'

The Mayor of Cape Town, Mr M J 'Kosie' van Zyl, and the Deputy Mayor, Mr Sol Kreiner, also said they were concerned about the effect the rise in air fares might have on tourist trade from the Transvaal.

Pointing out that it would now cost a couple R500 to visit Cape Town from Johannesburg, and that there had already been a 15 percent rise in air fares earlier this year, Mr van Zyl said: 'That is a lot of money and I really feel it could discourage holiday-makers from inland.'

Mr van Zyl said although any increase in fares was to be deplored, the Minister had no option but to put them up in view of rising costs.

Mr Kreiner said although the increase of nine percent in weekly season tickets was not a very big increase to third class fares, it would still be a blow to the less affluent people who had to travel long distances from the townships.

INCREASED rail fares were cause for concern — particularly since so many of Cape Town's work force had long distances to travel

This was the reaction of Mr Jack Roos, director of the Cape Chamber of Industries, to the announcement of higher rail fares from October 1.

It was true that most commuters would have to pay only a nine percent increase for weekly and monthly season tickets. But their families, and casual workers, who would no longer be able to buy return tickets, would be faced with a bigger increase when they bought

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17/9/81

Rail fare  
Aug 17/9/81  
rises will  
hit city  
workers

single tickets in each direction.

Mr Roos said it was good that freight charges had not gone up. But they were not expected to do so, in view of the increase in freight charges earlier this year.

# Weekly, monthly train fares up 9 percent

Staff Reporter

WEEKLY and monthly train fares will increase by nine percent from October 1 and return tickets will be abolished resulting in up to 60 percent increases.

There will be no price increase for single tickets. This was the news greeting Peninsula train commuters when yesterday's Railways Budget was announced.

Reaction to the news of the increased fares — the second rise this year — was generally negative.

Although not having any direct effect on the current 15 percent inflation rate, the increased rail fares are likely to hit the public, according to several commentators on consumer matters.

"Casual workers are going to be the hardest hit," said veteran City trade unionist, Mr Ted Frazier.

"The abolition of the return ticket system means that casual labourers will be paying at least 33 percent more for their tickets.

"By law these workers are only allowed to work three

days a week. It would be uneconomical for them to buy a weekly ticket, so they will be forced to pay the extra for their two single tickets."

"But we must be pragmatic and reluctantly regard the nine percent increase in weekly and monthly fares as reasonable."

With inflation running at 15 percent the public would have to be "thankful for small mercies", he said.

The chairman of the Cape Town Branch of the Housewives League, Mrs G Whelan, said she was shocked at

the news that return tickets would be abolished.

"It's going to affect shoppers a great deal. Apart from the inconvenience, they will also have to pay the extra fare."

"The bus fares are already so high, and it seems there is no alternative left."

Those with cars will start using them to travel into town again despite campaigns to use public transport, she said. "It goes against the grain."

A spokesman for the Food and Canning Workers Union

said the announcement of the increased train fares meant that workers were being squeezed from both sides.

"This is going to hit the working people because they are the ones who make most use of the trains," he said.

He said that the rise in train fares coupled with the application for increases in bus fares left workers with no cheap alternative transport.

Mr Jack Roos of the Cape Chamber of Industries commented: "Because of the dis-

tances over which so many employees travel to and from work, and the high costs involved, any increase in passenger train costs is a matter of concern to industry."

"In general it would seem that they would be affected by the nine percent increase in weekly and monthly tickets, and not by the higher rise in prices brought about by the withdrawal of the return ticket.

"The families of the workers, are nevertheless, likely to be affected by this matter."

He said he was pleased that freight charges had not gone up, but said in view of the increase in these charges at the beginning of the year, it was not expected that freight charges would go up.

Mr Charles Simkins, a senior research fellow at the South African Labour Development and Research Unit at the University of Cape Town, said it was the nine percent increase, in weekly and monthly tickets which would affect most people.

"Increases like these always add up, but I don't think it's unreasonable in the light of the 15 percent inflation rate."

A spokesman for the General Workers' Union described the proposed increases as "outrageous".

"In the light of recent opposition to the bus fare increase it is flagrantly contemptuous of the workers and the community for the Railways to increase train fares."

Workers were already under increasing pressure

from the present spiralling cost of living, said the spokesman.

A senior spokesman for City Tramways accepted the increases, saying that their company had always maintained that train commuters had effectively received a higher subsidy *pro rata* than bus passengers.

"By abolishing the benefits of a reduced return fare for train passengers this disparity has been removed," he said.

More reports on Railways Budget, page 4



# Rail price hikes an upset for black leaders

By MOKONE MOLETE  
COMMUNITY leaders today reacted angrily to the 10% increase in train fares announced in Parliament yesterday by the Minister of Transport, Mr Hendrik Schoeman.

The chairman of the Domestic Workers and Salesladies Association (Dwasa), Mrs Momfanelo Suka, said it was unfair that domestic workers, who received the lowest pay and were not protected by law, would have to carry the burden of the increases.

"These workers, who receive sometimes as little as R45 a month, are now going to be faced with more price increases. And this follows the increase in the price of bread. They must get a subsidy on their fares," she said.

The chairman of the Indian Management Committee, Mr R Bhana, said the increases were "most unfair" to lower income-groups, who depended on trains for transport.

"Instead of pushing up fares, train services should be subsidised. The increases can be blamed only on poor administration on the part of the railway authorities," he said.

The leader of the Labour Party, the Rev Allan Hendrikse, said it was to be regretted that blacks, who formed the bulk of all train commuters, had to be affected by inflation, which was a "di-

rect result of the Government's policy of separation".

In Johannesburg, the South African Federated Chamber of Industries said it supported the general principle that the SAR should charge economic tariffs for its services, but where un-economic services had to be provided in the interests of the country as a whole, the burden should be carried by the community at large rather than transport services alone.

"The Chamber advocates that the railways should plan its tariff adjustments with greater regard to the business cycle," the SAFC said.

"This would mean that increases in rail rates are not synchronised with declines in the economy," the statement said.

Assocom believed that where the railways were expected to provide socio-economic services at a loss, the cost should be borne by the taxpayer, not by other users.

The association welcomed the emphasis on training employees, irrespective of colour.

The Afrikaanse Handelsinstituut also welcomed the absence of general tariff increases.

The institute welcomed the R3,6-million surplus envisaged by the Minister for 1981-82 and hoped that it would be used against future cost increases and possible tariff increases.

— Sapa

# Train fares hit the poorly-paid

Augus. 18/9/8 ~~269~~ 269

WIDESPREAD concern was expressed today at the increase in train fares, especially as it affected casual workers and students, who now have to pay up to 64 percent more for one-day return trips.

The big concern is that return tickets — representing a discount of up to 64 percent on single fares — are to be abolished on commuter trains from October 1.

The train users worst affected will be casual workers, chas, gardeners, cleaners, one-day shoppers and students.

Miss Maggie Oewies, chairman of the Domestic Workers' Union, said today that the abolition of return tickets and the new high fares came as a shock to everyone.

'The people haven't got the money to pay the increased fares and with the increase in about everything else I can't see how working class people can exist,' she said.

Miss Oewies said domestic workers would be especially badly affected because the nature of their work meant they would have to make many return trips in one week.

## WORST VICTIMS

She said every time prices were increased the worst victims were the casual workers.

The warden of Cafda family care organisation, Mr D Fitnum, said the increases would place a heavy burden on the already limited recreational

outlets people have on the Cape Flats.

Sport and recreational facilities would be severely affected because people would be unable to afford to travel out of their areas.

The chairman of the Westridge and Portland's Residents' Association, Mr Chris Stevens, said the new fares would go a long way towards a Government dream that there is everything in Mitchell's Plan for the people.

He said it would not mean that there is everything. 'It will simply mean that people already living in abject poverty will not be able to afford to go out,' he said.

(See Page 9.)



**RAILWAYS** (269)  
**On even keel**

FM 18/9/81

Railway finances are on even keel for the time being. The deficit before "borrowing" in this week's budget presented in Parliament is a modest R24,3m

Transport Minister Hendrik Schoeman closed the gap by hoisting domestic air fares and some rail passenger fares by about 10%. In what is left of the 1981-82 year, this will yield about R28m. The administration will therefore close the year with a small surplus of about R4m. Total revenue is estimated at R5 433m and total expenditure at R5 429m.

In both cases, this represents an increase of about 20% on 1980-81. But it's a fair bet that SAR & H finances will come under pressure again next year. As the national economy slows, the Railways' "social" burden increases. The administration receives about R250m from the Treasury in compensation for services rendered at a loss (passengers and livestock conveyed by rail). Notwithstanding this assistance, and despite the 10% fare increase, rail passenger services will run at a loss of R628m. Fares barely cover 30% of costs.

The administration was badly hit by the July 6 fuel price increase. In a full year, the fuel bill will rise R27m. The airline division took the main impact. SAA is expected to

This frequency diagram enables the process as a whole to be visualised. It is now possible to concentrate solely on the individual. This fact is important, because there may be no laws governing the behaviour of specified individual items and yet the frequency pattern, the pattern of the data as a whole can be quite clearly defined. As a result of this, laws for quality control can be determined as a whole, rather than concentrating on individual

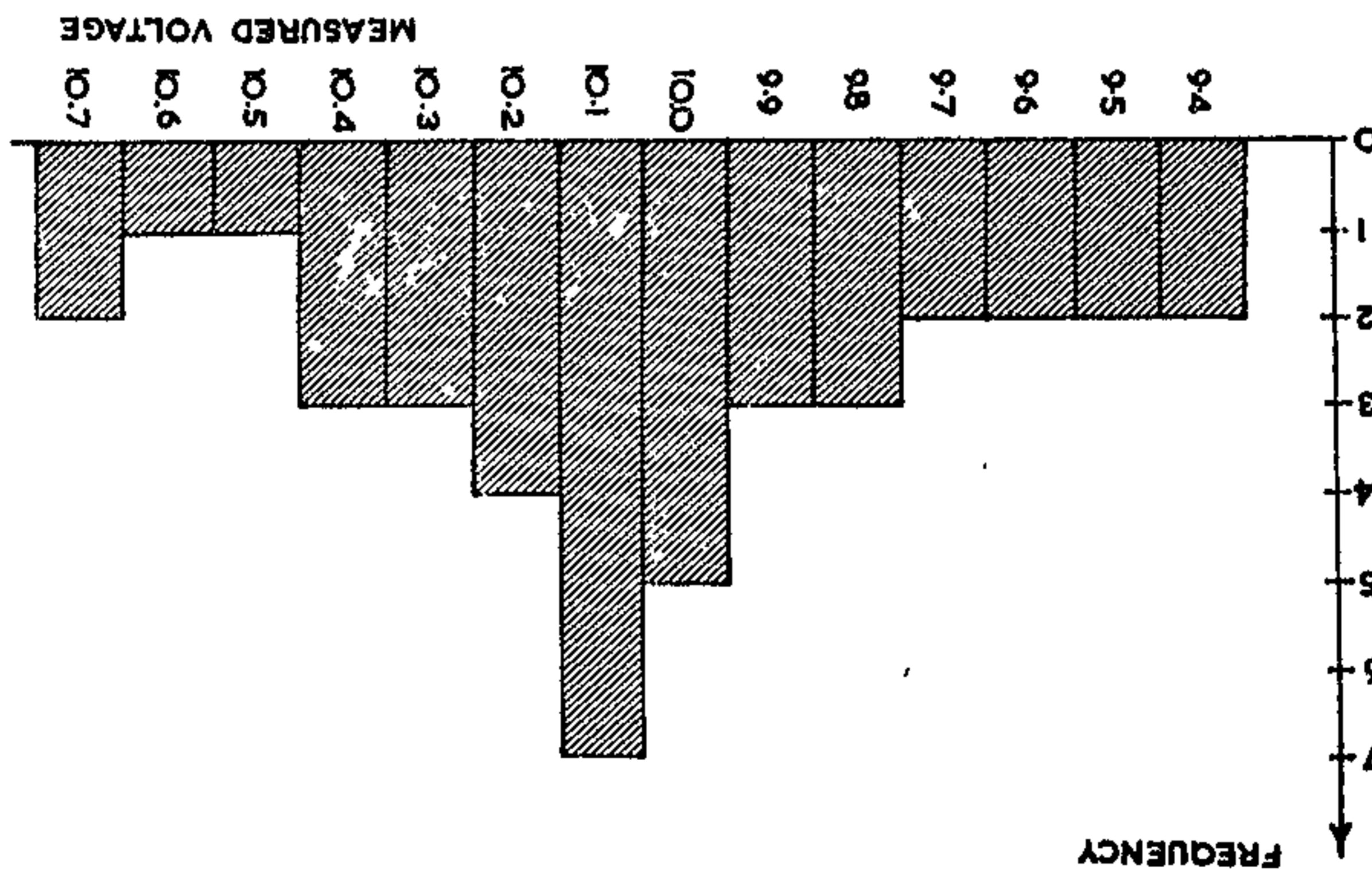
close 1981-82 with a loss of R29m. Schoeman says fuel prices increased 840% between April 1973 and July this year. He deserves a modest plaudit for seeking additional revenue in the divisions of the national transport undertaking, where revenue falls short of expenditure, instead of relying on the old cross-subsidisation technique.

The passenger fare increases will deflate personal disposable incomes, but they will not stoke the fires of inflation. This is something to be grateful for at a time when other administered prices keep on going up.

Schoeman has based his revenue expectations on conservative business estimates. He expects goods traffic to increase by about 4%. Imports will rise 7%, but exports may increase no more than 1%. The total capital programme, including redemptions of R113m, amounts to R1 869m. This will be financed by a loan of R740m from the Treasury, R325m from the capital market and R804m from own sources.

When information is being collected by measurement, it will be repeated unless the measuring instrument is very accurate. Consequently, it may be necessary to repeat a number of measurements. The 'QUINCY' shaped frequency no matter how ch

FREQUENCY DIAGRAM OF TEST VOLTAGES



# Family of 9-year-old victim to sue railway police

269  
257  
Soweto  
15/4/18.

THE FAMILY of the nine-year-old Soweto boy who was shot dead by a railway policeman about two months ago, are pressing for legal action against the South African Railways.

The Moatshe family whose child, Labani, died from a bullet wound in the stomach on July 4, has enlisted the help of the Legal Aid Bureau on the case.

The case has been handed to the Attorney-General who is expected to decide this week whether to prosecute the railway policeman.

Mr J Fenix, the lawyer handling the case, said the family was waiting for the Attorney-General's deci-

By LEN MASEKO

sion before deciding on the course of action

He said whatever the outcome the family would take a legal action against the Railways

"I am still investigating the case because it appears the Railways has given a slightly different version of the shooting. We will then make a claim for damages against them as soon as the

Attorney-General has decided on the case," Mr Fenix said

Mr J Beukes, a spokesman for the Railways, said investigations had been completed and the docket had been sent to the Attorney-General "sometime ago"

Labani, a Standard One pupil at Atamelang Higher primary, was shot when a policeman fired at a man who allegedly did not have a ticket



105  
132  
d for

# EL area

# Ciskei

# to take over services?

thorities is designated by the minister as a core city, to play an executive and co-ordinating role in the metropolitan transport area."

He said the MTAB liaised through the provincial administration concerned with the National Transport Commission.

Its membership was made up of: a chairman appointed by the administrator from his own staff, two members appointed by the core city, one member appointed by each local authority in the area

and one member each nominated by the National Transport Commission, the Railways, the Secretary for Community Development, the Secretary for Planning and the Environment, the Postmaster General and three members representing commerce and industry but appointed by the administrator

The main functions of the MTAB are

● To promote collaboration between local authorities within the metropolitan transport area and to

promote co-ordination of transport in the area.

● To formulate goals and objectives for transport in the area.

● To cause transport studies to be undertaken and to assist in the formulation of transport programmes.

To make recommendations to the administrator in regard to transportation matters in the area and their associated financing, and to direct the implementation of the approved transport programme — DDR



The chairman of the seminar, Mr C. Moore, the Ciskei Minister of Finance and Economic Affairs, Mr A. P. Tapa, and Mr T. C. Mackey of the Department of Transport at the seminar.

## Mdantsane-Potsdam rail link investigated

EAST LONDON — Forward planning for possible future rail links for the Mdantsane-Potsdam area had been done by the Railways in co-operation with the Department of Co-operation and Development, a senior transport planner in the Department of Transport, Dr J P van der Voort, said at the Institute of Transport seminar here.

Dr Van der Voort said if undertaken the plan would mean the introduction of train services within Mdantsane.

He warned however, that no railway facilities would be provided unless a full transportation study had been carried out with a full economic analysis proving the use of trains to be the best suitable for the situation.

Van der Voort ex-

had shown that for a demand larger than 40 000 passengers a day per direction along a route, rail became the cheaper mode of transport.

He added that this could be higher on mountainous terrain where considerable earthworks would be necessary.

Dr Voort assured the commuters of Mdantsane and East London that the Railways had done everything to ensure that the correct transport solution for the needs of the area would be offered.

The Mayor of Mdantsane, Mr W. Lubisi, said public transport was the link between the average Mdantsane resident's home and place of employment

Mr Lubisi called for the introduction of an internal train service in Mdantsane

internal bus transport system

The deputy chairman of the East London Community Council, Mr D. D. Makatla, called for municipal bus services to Duncan Village and coloured and Indian residential areas

He also called for an increase in subsidies on fares and suggested that the government use some of the money received from general sales tax to boost the subsidies

The chairman of the Coloured Management Committee here, Mr W George, said the coloured community was concerned that with Ciskei independence the Ciskei Transport Corporation bus company providing services to the community at present would belong to the Ciskei and have no obligations to them

He felt they

Mr Tapa was giving the Ciskei Government's view on Co-ordination and the Future of Passenger Transport in the Ciskei and Border Areas

Spelling out what he called some basic principles on which his government would insist during the negotiations, he said it hoped the principle of "one person, one journey, one vehicle" would be upheld.

He said the need for people or goods to transfer from one vehicle to another was wasteful and should be avoided even if the point of origin lay outside the Ciskei.

He said the transfer of goods from motor transport of one state to that of the other would be costly.

His government felt that goods conveyance for both rail and road services should remain in the hands of the South African Railways

Mr Tapa said all internal passenger services should be transferred to the Ciskei Government so that they could be integrated into the existing network in the region

He said three criteria guided the reasoning of the Ciskei Government on these issues. The criteria were participation, personal comfort and punctuality and reliability

Answering a question later Mr Tapa said a regional arrangement within this framework would be acceptable to the Ciskei Government — DDR



# Transport board planne

EAST LONDON — The metropolitan area of East London was among five areas earmarked for the second phase of the introduction of Metropolitan Transport Advisory Boards, the assistant chief engineer for the Department of Transport, Mr T. C. Mackey, said here yesterday.

Mr Mackey was speaking at a Chartered Institute of Transport seminar on the Co-ordination of the Future of Passenger Transport in the Ciskei and Border areas.

He said that in terms of the Urban Transportation Act, the first five areas were already working and that the next phase would include East London, Pietermaritzburg, Bloemfontein, the Vaal Triangle and the East Rand.

The first MTAB areas were formed in Johannesburg, Cape Town, Pretoria, Durban and Port Elizabeth.

"The intention at this stage is that the area should comprise local authorities in East London, Beacon Bay, Gonubie and

the divisional council," he said.

He added that it was important there should be co-operation with the people of the Ciskei when the scheme got going.

If such an arrangement were reached, the area would include Mdantsane, Berlin, King William's Town and Dimbaza.

Mr Mackey said consulting engineers were already at work formulating possible ways to operate the plan — especially as regards organisation of transport from the black

areas to the city centre. The engineers would also undertake studies for urban transport in metropolitan area.

Mr Mackey explained that the MTAB was responsible for a metropolitan transport area declared by the Minister of Transport in consultation with the National Transport Commission and the province concerned.

"This metropolitan transport area consists of a number of local authorities as well as adjoining areas.

"One of these local au

## Better planning called for

EAST LONDON — Duplication of infrastructure, facilities, plant and equipment, coupled with time wastage associated with unco-ordinated regional transport planning was causing a heavy drain on resources, the general manager of the Ciskei Transport Corporation, Mr Hans Kaiser, said at the transport seminar.

Mr Kaiser, who delivered a paper which stood out among outstanding contributions, said this duplication did not only affect the level of bus fares but affected every property-owner and salary-earner through rates and taxes, income tax, lateness, absenteeism and inefficiency.

He called for the elimination of this duplication in passenger transport in the area and recommended the establishment of a permanent working committee to monitor rail, municipal and other scheduling and timetable co-ordination to obviate

the wastage.

Analysing the transport arrangement in the Ciskei, he said there were three main areas of operation — East London-Mdantsane; Zwelitsha-King William's Town and Dimbaza and the Hewu area.

Because the Ciskei and the Border area were in a common region with similar interests it was important that a fully integrated transport network was developed.

He emphasised that passenger transportation was not an end in itself but rather a means to an end.

Listing problems created by a lack of forward planning in the past, Mr Kaiser said his company required road transportation permits from both South Africa and the Ciskei even for unbroken single routes.

"The one transportation board grants authority up to the Ciskei-South African border and the other in respect of Ciskeian au-

thority," he said.

"Besides burdening the operator with double costs — which in turn affects the level of bus fares — disagreement between the boards causes problems.

"It has happened that a particular board has granted its part of a route while the other has refused the section within its jurisdiction. The unenviable position of the operator is that he is left with half or 75 per cent of a route, which is useless."

He called for a regional transportation board which would see to uniformity.

On subsidisation of passenger fares he said as soon as a passenger crossed the border, for example from Mdantsane to the West Bank, the subsidy he paid came under the administration of the National Transport Commission.

However, the same passenger, travelling on a bus route which was wholly within the Ciskei, for example the Mdantsane in-

ternal feeder service, found himself subsidised by the Department of Co-operation and Development.

This lack of co-ordination also affected passenger fares and general public relations.

He gave an example of subsidies being levied on internal services after a fares increase when a similar subsidy was not forthcoming for the service between Mdantsane and East London.

He felt a single subsidising authority would be an answer to the problem.

His company subscribed to the idea of "one ticket and one bus per journey" but this was not always feasible when other factors were taken into account.

Mr Kaiser also raised the question of bus shelters which he insisted should be provided by local authorities, who always claimed they did not have the money. — DDR.

## Plea to channel meter money to transport

EAST LONDON — A suggestion that revenue from parking meters be channelled towards supporting and encouraging the use of public transport was made at the transport seminar here.

The suggestion was made by the City Mechanical Engineer, Mr C. K. Andreas, who is also in charge of the municipal transport system here.

After painting a grim

picture of the municipal bus service, which has run at a loss since 1946, Mr Andreas said since the parking meter's gain was the transport operator's loss, would it not be reasonable to suggest that the former's income be channelled to the latter?

He explained later that it was clear that if more meters were provided people were being encour-

aged to use cars rather than public transport.

Mr Andreas also pointed out that the general loss suffered by the municipal bus service was common in many major areas in South Africa and had been so for many years.

In East London the loss had risen from R12 596 in 1946 to R672 193 in 1980.

Mr Andreas said t

opening up of bus services for all races in the municipal area in 1980 had not yielded much in revenue but had made a marked contribution to tolerance between man and man.

Other speakers included the Town Clerk, Mr J. J. Human, The Chief City Engineer, Mr G. Keppie, and the man in charge of transport in the Border Chamber of Industries, Mr N.



# Third-class train users are hard hit

*Argus 18/9/81 269*

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THIRD CLASS casual train users travelling to Cape Town will pay between 33 and 64 percent more now that return tickets on suburban lines have been abolished.

Mitchell's Plain residents, the hardest hit by the new fares, will pay 64 percent more for a casual trip to the city.

Below are examples of how the cost of a trip to Cape Town has gone up through travellers now having to buy two single tickets instead of a return. Weekly and monthly tickets have gone up by about nine percent.

Two single tickets (the previous return fare, now

abolished, given in brackets).

Cape Town-Nyanga — First class R1,50 (R1,10); third class 60c (40).

Cape Town-Simon's Town — First class R2,20 (R1,65); third class R1 (60c).

Cape Town-Bellville — First class R1,30 (R1); third class 60c (35c).

ent.

4) Foreign

They ta  
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import  
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They will have to pay 90c for two single tickets whereas the previous return fare was 55c, an increase of 64 percent.

Those travelling first class from Mitchell's Plain will now pay R2 (two single tickets) instead of the previous R1,50 return fare, an increase of 25 percent.

and usually possession of the goods.  
four groups - distributors, dealers, and retailers. They provide a space for, hold goods at convenient locations, provide of price fluctuations and provide sales service.

## 4.1 Distributors.

They often have exclusive sales rights in a specific country and work in close cooperation with the manufacturers. They are very dependent on suppliers companies and arrangements are long term. Suppliers often have relatively strong control over prices, promotional effort, inventory and servicing.

## 4.2 Dealers.

They sell either industrial goods or durable consumer goods direct to the consumers - they are the last step in the channel. They have close and continuing relationships with the supplier and exclusive selling rights in certain locations. They are independent, but suppliers still need to be involved in the management and overseeing of dealer activities.

## 4.3 Import jobbers.

They purchase direct from manufacturers and sell directly to wholesalers and retailers but do not have exclusive territorial rights.

## 4.4 Wholesalers.

These are middlemen who sell to retailers or industrial users. Their chief fields are negotiating, buying, selling and storing as well as many other services.

In moving from one country to another, there seem to be major differences in wholesalers related to -

# Govt silence on details of new commissioners.

Cow Horns

By TONY WEAVER

WHO are Mr F L Erasmus, Mr R S Nowbath and Mr D O Lenamile, and why is the government being so secretive about them for the time being?

The three men are on the membership list of the government's first 'multiracial' commission the recently announced Commission of Inquiry into Bus Passenger Transport in the Republic of South Africa.

On the membership list they are called 'A coloured commuter, an Indian commuter and a black commuter', respectively, but no other clues as to why they have been nominated have been forthcoming.

The Department of Transport has declined to release further details on the three before September 28 'at the request of Minister (Hendrik) Schoeman'.

The three names appear below those of leading transport figures like Dr P J Welgemoed (a nominated Nationalist MP, former Professor of Transport Economics at the Rand Afrikaans University chairman of the commission and a member of the Broederbond), Mr A J de Villiers (United Municipal Executive of South Africa), Dr G C Prinsloo (South African Bus Operators' Association) and Mr B L Carlson of the Pas-

senger Transport Association of South Africa.

The civil service has five representatives on the commission. They are Dr F B Berkhout and Mr E G Kemp from the Department of Finance, Mr G G H Botha from the Department of Manpower and Messrs R A F Smith and H J Claassens from the Department of Transport.

Repeated inquiries to the Department of Transport's offices in both Pretoria and Cape Town disclosed that nobody seemed to know who the three black 'commuters' were.

Finally someone suggested that Mr L J S Booyse, the department's parliamentary under-secretary be contacted.

On Wednesday he said he would obtain the details from Pretoria as he did not have them at hand.

Yesterday he said he could not disclose details of the three 'at the request of Minister Schoeman' who would hold a press conference or release a statement on September 28.

## South African first

He suggested that the deputy director general of the department, Mr Ronnie Meyer, be contacted in Pretoria for further clarification about the origins and credentials of the three men who have turned the commission from just another committee into a South African first.

"We're not trying to hide anything away," Mr Meyer insisted, "but the orders I have received from Mr (A B) Ecksteen (Director-General of Transport and chairman of the National Transport Commission) are that only the minister will release the details."

He also said the Department of Transport had had very little to do with the appointment of the three and that the Department of Co-operation and Development had nominated them.



# Rail line to be doubled

S. Times 20/9/81

269

**MOST** of the rail line to Richards Bay is likely to be doubled by 1988 as a result of the Government's decision to lift the quota on coal exports to 80-million tons a year.

The South African Railways is already involved in increasing the capacity of the line to carry the 44-million tons of coal to be exported by 1985/6.

The total cost for upgrading the rail facilities alone for phase 3 has been estimated at R800-million.

So far, the increase in the line's capacity has been tackled mainly by increasing the length of the trains and the payloads of trucks.

The first trains hauling 84 trucks, compared with the previous 54 trucks, went into operation this month, and these trains will later be extended to 200 trucks.

The present annual exports of 27-Mt are railed to Richards Bay in 16 train-loads a day; the annual 44-Mt will be railed in only nine daily trainloads.

Now that future export needs are known, however, the SAR will be in a position to take a more long term, integrated view in its planning.

The country and the coal industry stand to benefit greatly.

By Andrew McNulty

Both producers and necessary infrastructure will be in a probably uniquely flexible position to react relatively quickly to meet future export market demands.

SAR's project co-ordinator, Mr John Walls, emphasised that detailed planning cannot be carried out until final decisions are made by the Government, by coal producers and by the Richards Bay Coal Terminal on quantities and the timing of additional exports through Richards Bay.

Although the Minister of Mineral and Energy Affairs, Mr F A de Klerk, said in Parliament that 20-Mt/a would be a likely first step of phase 4 and leading producers have reacted favourably to this figure, Mr Walls notes that the figure — and the export route is not yet final.

"We hope for these decisions from the Department of Energy as soon as possible. Then we can immediately start working plans for the next phase, which must be designed to slot into phase 3.

"We need to take as long a view as possible because decisions we make now will affect later stages which might be many years ahead."

He adds that if Richards Bay exports are targeted to reach 60-Mt/a in the first step of phase 4 as expected, this will "pretty definitely" mean that most of the line will be doubled.

# Travellers in 'no-win' situation, says Swart

CT 22/9/81 (269)

**HOUSE OF ASSEMBLY —**  
The travelling public was in a "no-win" situation, Mr Ray Swart, chief Opposition spokesman said yesterday at the start of the Railways budget debate.

If they used private transport they were hammered by the astronomical increases in fuel prices and if they used public transport they were "fleeced" by the minister and his ever-increasing fares.

The recent fare increases had been unreasonable and punishing, particularly for

the lower-income groups who, because of government policy, had to live long distances from where they worked.

The government had been forced to provide rail and bus services which were uneconomic and the government had had to allocate a R200-million subsidy. But who was going to bear the cost of this subsidy, asked Mr Swart

If it was the private sector, it could be disastrous for the economy.

Mr Swart also blamed government policy for the price the country had to pay for fuel, which was higher than in other countries

"The reason is that because of the government's racial policies which have made us the polecat of the world, we are compelled to look to the grey market for our fuel requirements and to pay prices accordingly," he said.

The public was paying the price of government policy.

About 40 percent of the existing fuel price in the country was made up of excise duty, GST and government

levies.

"One would have thought that in the interests of cushioning the inflationary impact of a fuel price increase, of which the Railways and Airways are now themselves a victim, the government could have reduced excise duty on fuel, leaving only a portion of the announced increase to be passed on to the consumer," he said.

## Amendment

He moved an amendment declining to pass the second reading because of the increases in rail and air fares and because:

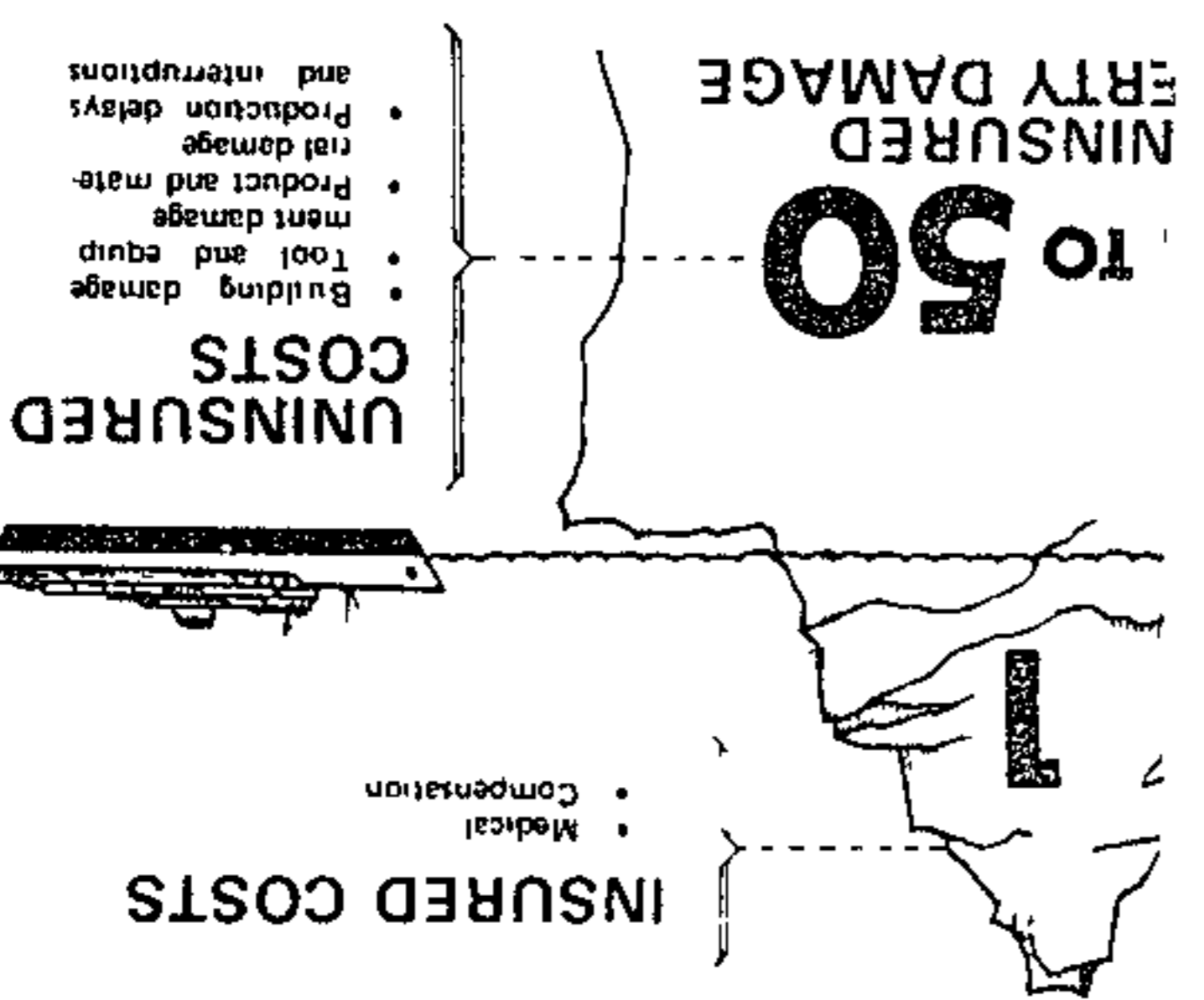
"The attempts by the management to operate the transport services on sound business principles are being hampered by unrealistic government policies which are inflationary and add to the ever-increasing operating costs", and because the Opposition was not satisfied that the returns on capital investment reflected "adequate and prudent planning on the part of the administration". — Political Staff and Sapa

## THE REAL COSTS OF ACCIDENTS CAN BE MEASURED AND CONTROLLED

uninsured or hidden costs. The insured costs, which are covered by the Workmen's Compensation Act are, inter alia, medical attention, hospitalisation, rehabilitation and compensation. There are other insured costs which are sometimes covered by Insurance Companies. This additional insurance could give some compensation for. Damage to property, Fire losses; and Loss of profits, and extra compensation in the form of stated benefits. The uninsured or hidden costs could take one or more of the following forms:

Make-up salary: Because the Accident Fund only pays 75 per cent of the man's wages with a maximum of R300,00 a month for temporary total disablement, it is almost standard practice for the employer to make up the difference in wages of the injured worker. (2) For instance the man's normal wage may be R600,00 per month so the employer takes a further R300,00 out of profits to pay the man his full wage;

Decreased output: There is a possibility that when the injured employee returns to work his output has decreased on account of the bandaged finger or because his muscles involved require training again. Costs would therefore be incurred in investigation, training or retraining and possibly in overtime to maintain production.



- Items such as hiring and training replacements in investigation time etc

- Building damage
- Tool and equipment damage
- Product and material damage
- Production delays
- Interruptions

- Medical
- Compensation

hundred will be hurt so badly that they will never return to their jobs. More than two thousand will be killed. (2) The cost to the economy is not easy to determine because, in accident prevention work, one is always confronted with the iceberg situation. There are costs which are hidden below the water line and which are not reflected in the accounting systems. Also, other than in the more sophisticated Loss Control Programmes, no cognisance is taken of property damage which invariably is much more costly than personal injury. The Workmen's Compensation Commissioner and the Accident Funds approved by him pay out approximately R43 million per year by way of compensation, rehabilitation, and medical expenses because of the occupational injuries. The estimated potential and actual loss in man-power is some 32 million man-days yearly. This is equivalent to about a hundred thousand workers lying idle every working day, which far exceeds our present effective growth in economically active persons as a result of immigration. (3)

### Rehabilitation Strain

The strain on the rehabilitation resources due to occupational injuries in South Africa, is enormous. Whereas no separate figures are available to show how much is spent on rehabilitation, in each compensable case the cost of rehabilitation forms part of the total claim.

The amount of rehabilitatory treatment which each person receives depends on the type, location and severity of the injury. For example, in each of the following three categories different degrees of postinjury treatment were required.

Of the some 31 000 persons who suffered permanent disabilities, 22 744 cases were in the 1 per cent to 5 per cent disability group which was classified as totally disabled. Clear severity

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**'Simplistic' budgeting**

HOUSE OF ASSEMBLY. — The Minister of Transport was "salting away" R200-million to create an artificial shortfall which his captive clients, the commuters, would have to pay for, the leader of the New Republic Party, Mr Vause Raw, said yesterday.

Mr Raw said during the second reading debate of the Railway Budget that there was no way out for the commuter or the air traveller.

The minister, Mr Hendrik Schoeman, had created an artificial shortfall by salting away R200-million of revenue in an accounting system that left too little detail for members of the House to establish the precise situation.

"The Minister is taking the easy way out," Mr Raw said. His answer was a simplistic one: "That is where the losses were and that is where the increases will go".

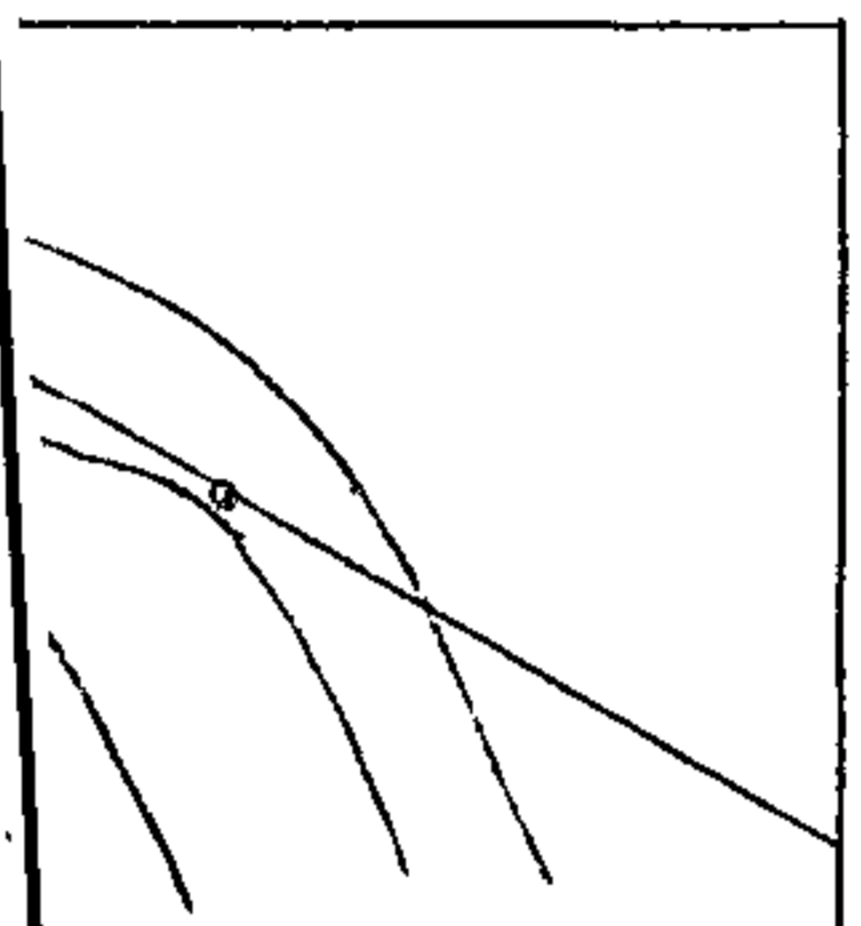
The minister should rather move to cost-related tariffs.

Mr Raw also complained about the absence of any evidence that attempts were being made to attract first and second class passengers to the main line services.

"The public is made to feel that the airways are there and the less use that is made of the main line service the better," he said.

The dining saloons and other services were being removed, all things that made it less attractive to travel by train. — Sapa

RANDS  
WAGES  
(RANDS PER DAY)



LEISURE  
(HRS PER DAY)

that accrues to the firms as a result of hiring ~~one more~~ <sup>no longer</sup> worker ~~there~~ <sup>covers his wage</sup>. The supply of labor depends on ~~an~~ indifference curve that compares trade-offs between money and leisure, and average rate.

# Commuters face 'punishing' rail, air fares

Angus 22/9/87 (269)

8.9

MEYEROWITZ

THE INCOME TAX ACT

LECTURE DATE LECTURE NO. TOPIC

10 August 17 Source s.1 'gross income' definition paras. (gA), (k), (n); s.9, s.10(1)(w), s.22A(2), s.24A(3)

Double Tax Agreements s.108 and peruse double tax agreement

### Parliamentary Staff

OPPOSITION speakers in the Assembly yesterday attacked Government proposals for increased fares for rail and air passengers on the grounds that an intolerable burden was being placed on the travelling public.

The criticism was rejected by Government speakers who said the Government had no option but to increase passenger tariffs to offset rising operating costs.

Speaking in the second-reading debate on the Railway budget, Mr Ray Swart (PFP, Berea) said the increases were 'unreasonable and punishing' for the travelling public at large, and in particular for the lower-income group.

### DANGER

'In general these increases when added to the increases announced in March last year and February this year mean that passenger fares on main-line trains and airways have gone up at least 40 percent in the last 18 months,' Mr Swart said.

In some instances — in the Minister's own words — commuters using return tickets would now face an increase of 33 percent to 60 percent in terms of the latest proposals alone.

There was a real danger that the increases could be counter-productive.

The travelling public found themselves in a 'no win' situation. There was a danger that more and more people would revert to private transport in spite of the high price of fuel.

If they use private transport they are hampered by the astronomical increases in the price of fuel and if they use public transport they are fleeced by the Minister and his ever-increasing passenger fares.

Mr Swart moved an amendment declining to pass the second reading of the Railway budget.

The fare increases were also strongly criticised by the New Republic Party.

Mr George Bartlett (PFP Amanzimtoti) said inflation was 'a political hot potato'.

If there were actions by the Government that exacerbated inflation, they had to expect reaction.

Later in the debate the leader of the NRP, Mr W Vause Raw (NRP Durban Point), said the Minister of Transport, Mr Hendrik Schoeman, had a 'captive clientele' in commuters and air travellers.

The Minister had taken the easy way out to overcome his difficulties because there was a group that was so captive it had no option but to face increased fares.

Mr A Savage (PFP, Walmer) suggested that racial segregation in passenger transport should be abolished.

He saw no reason why passenger trains on the Cape Town suburban services should not be for all classes and all races.

Mr J C B Schoeman (NP, North Rand) said the fare increases were justified because the Railways had fallen behind the cost-of-living index.

He asked whether the opposition expected the Government to 'buy labour unrest' by saving on expenditure for personnel.

### HEAVY LOSSES

Rejecting opposition arguments, Mr Andre van der Walt (NP, Bellville) said profits made by the private sector were based on expenditure incurred by the Railways in building up the country's infrastructure.

Heavy losses were suffered by the Railways on long-distance traffic.

One-third of the cost of passenger services was borne by passengers while two-thirds of the cost was borne by the Railways.

Mr J J B van Zyl (NP, Sunnyside) said it was not true that the Railway budget was inflationary. Passenger fares were increased, but this did not mean that food prices would go up simply because people had to pay more for train tickets.

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- N.R.S.T.
- N.R.T.I.
- Foreign Exchange
- U.K. Imputation System



leading to transgressions of autonomy. And Government cannot provide in large numbers the right type of people in terms of vocation and skill. Neither would government be willing to take on its books an army of extra personnel which it cannot later drop. Government would prefer its commitment to success to be measured by its freedom to tackle policy issues rather than by the acquisition of manpower. Nor can governments easily find suitable candidates, even if a sea of unemployed exists. In fact, in many countries, overstaffing and ill-staffing in government are already serious and linked problems.

The nature and magnitude of the personnel issue once the EGS/CLC/CSO design is accepted requires special schemes, backed by government, to draw in the commercial and industrial sectors, whether private or public, because they constitute the present pools of skilled manpower.

i. Staffing rural institutions

Companies hire, after normal selection procedures, extra personnel on the understanding that they will enter company service under an initial rural scheme. Successful candidates are required to seek a two-year contract with one of a number of rural institutions on the company list or to suggest their own preference. The company provides pension, health and other fringe benefits, but not salary. Salaries are set and paid by the host institution according to its own criteria and rules. The company may offer to reimburse the institution for all or part of the salary. The company, or more likely companies acting in concert, together with field agencies, would provide some suitable pre-field training.

After the two-year period, if successfully completed, the candidate is free to return to the parent company and is credited with two years' seniority. However, and this is the purpose of the scheme, if the young person so chooses, the company, or companies working together, will finance further training; for instance at the Masters or Ph.D. level. In southern Africa a provision for undergraduate and technical apprenticeships may be appropriate as well. The expectation is that, as the Peace Corps returnees amply demonstrated, after two years in the field the candidates will know more

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# 'The price we have to pay...'

Parliamentary Staff

THE financial problems of the Railways were now a stark reminder of the effect that fuel price increases were having on South Africa's economy, the Assembly was told yesterday.

Mr Ray Swart (PFP Berea) said he sympathised with the Railways management in this regard, but the Government could not escape responsibility for the escalation in fuel prices.

Speaking in the second-reading debate on the Railway budget, Mr Swart asked why it was that South Africa was so much worse off than other countries when it came to drawing on available fuel resources and negotiating prices for the country's own requirements.

Mr Swart suggested the basic reason was the Gov-

ernment's racial policies. Because of these policies, which had made South Africa the 'polecat of the world', South Africa was compelled to look to the 'grey market' for its fuel requirements and had to pay prices accordingly.

The public was forced to suffer the financial consequences of this, and it was important that the public should know the real cause.

When the components of the existing fuel price were examined, something like 40 percent of the price was made up of excise duty, general sales tax and Government levies.

'One would have thought that in the interests of cushioning the inflationary impact of a fuel price increase, of which the Railways and

Airways are now victims, the Government would have reduced the excise duty,' Mr Swart said.

Mr Swart asked what had happened to South Africa's commitment to use its transport service to bring prosperity, peace and security to the Southern African region.

Instead of a positive initiative there were severe signs of withdrawal.

Locomotives and rolling stock were withdrawn from service across the Limpopo and there was talk of a crippling transport crisis in Zimbabwe.

On the part of the South African Government there was a coyness which was totally at odds with the gravity of the situation for Southern Africa.

'Who took the decision

to withdraw?' Mr Swart asked.

'Is it the Prime Minister or the Minister of Foreign Affairs or the Minister of Defence, or is it perhaps the Herstigte Nasionale Party?'

Dr P J Welgemoed (Nat nominated) said it was unrealistic and unfair to suggest that Zimbabwe's economic ills and transport difficulties could be laid at South Africa's door.

The whole question of Zimbabwe's transport problem had been blown out of proportion.

The South African Railways had simply not renewed a perfectly normal business contract because of various economic and logistical factors. No ulterior motive was involved.

education, market and other services

# SAR and ex-Rhodesians <sup>(22) 257</sup> 269

HOUSE OF ASSEMBLY  
C 23/9/87  
The Minister of Transport  
Affairs, Mr Hendrik Schoe-  
man, was called upon yester-  
day to review his depart-  
ment's policy on the  
employment of highly-skilled  
ex-Rhodesian railwaymen.

Speaking in committee on  
the Railways Budget, Mr  
George Bartlett (NRP Aman-  
zimtoti), said it was unfair  
that people such as diesel  
unit drivers should be em-  
ployed by the SA Railways  
as assistant drivers.

"I think it is rather unfair  
that a man with between 15  
and 20 years' diesel unit ex-  
perience should be taken on  
at a salary of R400 a month."

In the past there had been  
a gentleman's agreement be-  
tween the two railways not  
to poach each other's staff,  
but now the situation had  
changed, Mr Bartlett said.

Skilled Rhodesian diesel  
unit drivers should be given  
further tests after which  
they should, if found suit-  
ably qualified, be given full  
drivers' status — Sapa



# Sanctions alleged

Angus  
24/9/71

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## Parliamentary Staff

THE South African Railways Administration had been influenced to operate sanctions against neighbouring states in regard to the availability of transport services, Mr Ray Swart (PFP, Berea) told the Assembly yesterday.

'It is a punitive or politically bargaining posture they are involved in in regard to our preparedness to assist neighbouring Southern African states in respect of transport services, and it is motivated entirely by political considerations,' said Mr Swart, speaking in the third reading debate on the Railways budget.

Later in the debate Mr Swart's accusation was strongly denied by the Minister of Transport, Mr Hendrik Schoeman, who said his department was not out to harm the interests of any states.

Mr Swart said: 'If there is one role which South Africa should be fulfilling in these troubled times, it is the positive role of assisting people to overcome poverty and achieve prosperity and stability by linking them to the markets of the world.'

Instead there had been a change of attitude on the part of the Railways on — particularly in recent months towards Zim-

babwe with the withdrawal of truck and locomotives.

Mr Schoeman said Zaire, Zambia, and Malawi and Botswana had all negotiated with South Africa at government level, but Zimbabwe had refused to do this.

'What are they that makes them better than other countries who negotiate with us at government level?' he said.

There were 20 steam locomotives belonging to South Africa in Zimbabwe, and some diesel locomotives that were there on a contract which expired this winter were taken back.

'Now they want them back again,' he said.

# Reduced rail fare

# urged for students

SEVERAL education authorities have called on the Government to reintroduce student rail concessions.

The Rector of the University of the Western Cape, Professor Richard van der Ross, said students who did not have to attend lectures every day would be specially hard hit by next month's increased train fares.

The increase would also be a blow to students who travelled to sporting venues where they could not use season tickets.

Professor van der Ross said he supported a call for concessions very strongly.

'The university is especially affected because a lot of the work is of a fluctuating nature, and the students travel casually.'

## POOREST

Labour Party leader the Rev Alan Hendrickse said it had become customary for increases to be foisted upon the ones who could least afford it.

His party had asked the Government to bring back the system of concessions which allowed students to pay less than working commuters.

'But we got a negative response'

Mr Hendrickse, the party's spokesman on education, said black people were being made to pay higher transport costs when they did not have enough schools and when the Government had moved them away from existing schools.

## DROPOUTS

Mr Randall van der Heever, editor of the official mouthpiece of the Cape Teachers' Professional Association, predicted a rise in the dropout rate.

'There is also the price of uniforms and the steep rise in high-school exam fees.'

'Many parents are going to find themselves hard-pressed to keep their children at school.'

Mr van der Heever who teaches at Spes Bona High School, said it was undesirable and dangerous for students to hike to school.



**'Racial  
Angels  
policy to  
24/9/81  
blame for  
26955  
costly fuel'**

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SUMMARY.

It is a meaningful return on an investments that purports  
to make the equity method superior to the cost method.  
Total consolidation is considered to be incompatible with  
the premise of an investment in the net assets of an asso-  
ciate. Annual financial statements should at all times  
remain articulated while additional disclosures should be  
supplementary in form.

**Parliamentary Staff**  
THE high cost of fuel in South Africa could be ascribed to the country's political and racial policies, Mr Ray Swart (PFP Berea) told the Assembly yesterday.  
Speaking during the third reading debate on the Railways budget, Mr Swart said that 'time and again' the Minister of Transport, Mr Hendrik Schoeman, had blamed the high cost of fuel as the reason for increasing passenger fares.  
'We looked to the cause of these high fuel costs and have suggested that if we had political policies which were more acceptable to the free world, these costs would not be so excessive,' he said.  
Despite the international fuel crisis and the fact that the free world generally had been hard hit by the crisis, the situation of South Africa in this regard was worse than in other countries.  
'What is the reason for this if it is not our racial and political policies?' he said.  
To deny this was 'non-sense' — political circumstances operated against South Africa in regard to the price of the fuel it acquired.

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## TRAIN FARES

### Keeping in line

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FM 25/9/81

The latest rail fare increases are an attempt by Railways (SAR) to hold ground against increasing costs, and not a means to recoup enormous losses — estimated at about R620m this financial year

Barry Lessing, SA Transport Services (SATS — formerly SAR & H) director, passenger services, says the structure of the new tariff is designed to keep increases in fares for regular SAR customers to a minimum. As such, season tickets for weekly or monthly commuter travel have been raised only about 10%.

In the case of the third-class weekly ticket (black commuters), which allows two journeys a day for a defined seven-day period, the price, on average, will be 0,5c/km. For first-class commuters (white and black) with monthly tickets, and unlimited journeys, the cost/km can probably be reduced further.

In the 1979-80 financial year, third-class tickets represented 81% and first-class tickets 19%. This amounted to 529m third-class journeys and 121m in first-class.

In some cases, however, prices of casual tickets have been increased by as much as 60% through the elimination of the reduced price return ticket. Instead, two single tickets will be issued. Lessing cites fare evasion, which costs SAR an estimated R16m-R20m each year, as a further reason for abolishing

the system.

Over the period 1970-1981, the cpi rose from 100 to 315, he says. Over the same period third-class commuter fares rose from 100 to 213 and the black wage index from 100 to 278.

Cost recovery on all passenger journeys is at present only 34%, he says. On commuter fares recovery falls to about 25%.

"Obviously," says Lessing, "SAR would like to recover 100% of cost but the market would not bear the increases — particularly on the main lines, where a trebling of fares would put them way above the comparable airfare."

What SAR is aiming for, long-term, is to keep up with the basic cost-of-living trends, he says. However, this still leaves SAR with a huge deficit to be financed by government and SATS cross subsidisation. Comparisons with other passenger transport systems around the world indicate, says Lessing, that it is unlikely to ever be a paying proposition.

Despite good growth in passenger figures, South African Airways has also seen fit to raise domestic airfares 10% — a rise SAA attributes mainly to the ever increasing cost of fuel. A spokesman says the airline is not permitted to divulge the exact figures, but the fuel bill has increased 840% since 1973.

SAA sets optimum seat loads on domestic flights at roughly between 65% and 75% depending on cargo and mail carried and distance travelled. During the 1979-80 financial year it achieved an average figure of 69,2%, which allows little flexibility.

Increases in airfares affect, largely, the A and B income groups who understand the problem. It's a much harder sell to convince the commuters of Soweto.



Zimbabwe/Mozambique railway  
7 512 2751  
Mr S. S. VANDER MERWE  
The Minister of Transport Affairs

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Whether the South African Railways and Harbours Administration recently changed its policy with regard to (a) its operation with, and (b) the provision of railway services in, (i) Zimbabwe and (ii) Mozambique, if so, (aa) by and (bb) what was the nature of the change, in each case?

The MINISTER OF TRANSPORT AFFAIRS

(a) and (b)(i) and (ii) No

(aa) and (bb) Falls away.





# Frolicking children point to lack of school

# Farmers too hungry for outputs

BY RYLAND FISHER

C. Herald 26/9/81

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At all hours of the day, the streets of Tafelsig are filled with frolicking children — children obliged to stay at home because their parents can't afford to send them to school.



Ⓜ MRS Hazel Robertson sends her children to live with her parents during the week so they can go to school. In the background children who are supposed to be at school, frolic around. The picture was taken on Friday morning.



26/9/81

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A survey by the Tafelsig Interim School Committee shows their township has more complaints than inhabitants.

The problem on the lips of every housewife is, however, the fact that there are no schools in the area.

The Interim Committee survey, done by interviewing 135 families, showed that more than half the children in the township go to schools outside Mitchells Plain and about one-third of schoolgoing age are at home.

Of those at home, most are in sub standards A and B.

Residents said bus and train fares for their children cost on average of R22 a week for large families.

To avoid this cost, many people send their children to stay with relatives during the week.

● Mrs. Hazel Robertson, of Jonkershoek Street, said she was one of the many women in the area who have to survive on grants.

She sends her children to live with her mother in Lotus River during the week so they can be near their school.

● Mrs. Laura Wolmarans has five children who do not attend school because the family does not have money for travelling.

We spotted two Standard 3 pupils from Rocklands Primary School

money — so we cannot go to school every day.

Residents also spoke about the dangers children faced when they had to travel to school on their own.

Ten-year-old Charl Williams said he had just got out of a bus recently when he was knocked down by a car. Luckily he suffered no major injuries.

The driver of the car then gave me 80c so I could go home, he said.

Mrs. Joan Mento said she has to take her children to school on her way to work every morning.

Her children attend the afternoon shift at a Bonteheuwel school, so they have to play around in the morning before they can actually go to school.

One morning my daughter nearly suffocated in the train because it was so packed. A man had to lift her up so she could get some fresh air, Mrs. Mento said.

Some mornings the trains are so full we cannot get out when we want to because it is difficult to push the people away.

**BREAKING UP**

Committee member Mrs. Zeldá Lewis also has difficulty in getting her children to school.

She said: 'People just cannot afford to live on what they earn, let alone have the added inconveni-



# The change



● Mr Rowan Cronje

# of winds

# in

By  
**JOHN  
BATTERSBY**  
Political Correspondent

# Zimbabwe

## Why Rowan Cronje is losing faith in Mugabe

### THE ZIMBABWEAN SHIFT

**SUNDAY EXPRESS:** *When I interviewed you a year ago you expressed considerable optimism over Zimbabwe's future and admiration for the consistent and conciliatory stance adopted by Mr Mugabe. What has made you alter your position so drastically in the course of 12 months?*

**Mr Cronje:** I have changed my views over the past six weeks. The reasons for my grave concern about the future are threefold: Firstly there are the stated intentions (of Zimbabwe) to become a one-party state. Secondly there are serious economic problems (in that country) which are manifest in a sharp rise in the cost-of-living and a shortage of basic commodities. Thirdly there is the growing dissatisfaction of the man-in-the-street brought about by a crisis of expectancy.

But perhaps what is of the most concern to me is the change in tone of some of (Zimbabwe Prime Minister) Mr Robert Mugabe's recent pronouncements. In the past he has always been very considered about what he has said. But some of his recent pronouncements have been unfortunate to say the least.

*What do you regard as the root causes of your country's eco-*

**MR ROWAN CRONJE** is an opposition MP in Zimbabwe and a former member of the Smith Cabinet. He is a prominent Afrikaner leader there and was tipped for a post in the Mugabe Cabinet.

In an interview with the Sunday Express a year ago Mr Cronje was optimistic about Zimbabwe's future under Mr Mugabe and said the degree of peace and stability there after six months of independence was "very close to a miracle".

A fortnight ago Mr Cronje warned that Zimbabwe was on the road to economic collapse and had begun the inexorable slide to a one-party state.

In a wide-ranging interview with Sunday Express political correspondent John Battersby, Mr Cronje warned that, unless urgent action was taken, the current shortage of foreign currency — largely due to the transport crisis — could bring Zimbabwe's economy to its knees.

*...nomic problems?*

Recent moves by the Government of Zimbabwe — such as the cut in the foreign currency quota to industrialists and cuts in holiday allowances — all point to an alarming shortage of foreign currency which is, of course, a result of the transport crisis. Goods that need to be exported are just not being moved out of the country. There have been estimates that we are losing as much as R5-million a day. Raw materials and fuel supplies are at an all-time low for the same reason.

Another factor is the vast

spending on social programmes — a move which is commendable and understandable for political reasons, but now is not the right time. At the moment all the emphasis should be on promoting productivity.

I do not believe that the situation has reached the point of no return but I say that it is very serious and that the economy is in danger of total collapse if something is not done as a matter of urgency.

*What sort of short-term action would you propose to rectify the situation?*

I think when your survival is at

stake you must be realistic. The reality is that Zimbabwe is dependent on its lifeline through South Africa. Instead of being politically embarrassed by that dependence we should say, 'Right we will use that line as long as it is in our interests to do so'.

South Africa has said that it is prepared to discuss at ministerial level matters such as the renewal of the contract for 26 locomotives which are desperately needed by us at present. Surely then, that is the thing to do. I think that both sides are being childish in taking up uncompromising stands when it is in their mutual inter-

*There has been serious concern expressed in various quarters recently that South Africa is playing a destabilising role in Zimbabwe by selectively applying economic sanctions against Zimbabwe in order to achieve certain political goals. Do you think this is the case?*

If that is the case I can only say that I think South Africa is being extremely short-sighted. However, I have not seen any evidence of that.

*It has been suggested that the main motivation behind Pretoria's strategy in Zimbabwe is to use South Africa's economic*



# THE SOUTH AFRICAN SHIFT

## Why the grain trains aren't running anymore

S. Express 23/9/81

169 362

political bargaining weapon.

THE Government has let slip its real reasons for putting the economic thumbscrew on Zimbabwe — it wants top-level assurances from the Zimbabwean Government on the role of the African National Congress in that country.

The Government's intentions were revealed in two key speeches in Parliament this week — one by Minister of Transport Hendrik Schoeman, the other by a nominated MP, Dr P J Welgemoed.

This confirms a Sunday Express report of September 13 in which it was suggested that the real reason behind the South African brinkmanship in Zimbabwe was to secure watertight assurances that it would not allow the ANC to operate from its soil.

Sunday Express sources say SA Railways is unhappy about what it sees as the Government's orchestrated withdrawal of SAR locomotives by ordering the cancellation of an existing contract.

It is understood that the general manager of the SAR, Mr Kobus Loubser — known to be committed to a positive role for the railways in promoting sound interstate relations and regional stability — is concerned about the disruptive consequences that the withdrawal could have on the region.

Sources say there is also concern about the way the SAR has been used by the Government to apply economic pressure on Zimbabwe to attain objectives based primarily on security considerations.

There are fears in some influential quarters that this is another manifestation of a defence-orientated siege psychosis which has gripped the P W Botha Government and is threatening to strangle reasoned opinion in its own ranks.

The international controversy over South Africa's motives in withholding locomotives from Zimbabwe — at a crucial time for that country — reached a new pitch in Parliament this week during the debate on the Railways budget.

Mr Schoeman, in response to questions from PFP transport spokesman Ray Swart, conceded that the Government needed to talk to Mr Mugabe's Government about "the role the ANC is

playing in Zimbabwe, as well as the presence of terrorist bases in that country".

"Is it so wrong of this Government to say that it will not withhold diesel locomotives from Zimbabwe, but just that an opportunity should be created to discuss matters of mutual interest?"

"Is it so wrong if I say to my Zimbabwean counterpart, Mr Josiah Chhannano, that we are prepared to help him and that we can discuss matters?"

"If he doesn't want to talk with me he can talk to the Minister of Foreign Affairs, or even to the Prime Minister," Mr Schoeman said.

"The matters we must talk about are, for example, the role of the ANC in Zimbabwe, and the presence of terrorist bases in that country."

"The honourable Member for Berea (Mr Swart) must not forget that his own child, or the son of the Leader of the Opposition,

could be attacked by gangs hiding in Zimbabwe," the Minister said.

Mr Schoeman's remarks were preceded by a lengthy speech on South Africa's transport relations with Zimbabwe and other states to the north by Dr Welgemoed, a member of the NP's transport group.

Speaking after Mr Swart during the second reading debate on the Railways budget, Dr Welgemoed devoted his entire speech to the subject.

He was at pains to refute suggestions that South Africa had changed its transport policy in respect of Zimbabwe and insisted that the cancellation of the contract whereby 25 diesel locomotives were given to Zimbabwe was because it was no longer in the Railways' interests to retain the contract.

Among the reasons he gave for this were the severe winter and unexpected cold, which necessitated extra coal move-

ments, and a bumper maize crop.

He strongly denied that South Africa intended to undermine the economies of other states.

"The truth is, in fact, that those countries are showing their inability to stand on their own feet, and that they are already trying to make South Africa the scapegoat for their own failures," he said.

But Dr Welgemoed also let slip the underlying reasons for South Africa's action when dealing with Zimbabwean allegations that South Africa was delaying the transport of fuel to that country.

He said that, in fact, the reason for the delay was that Zimbabwe had to wait until it had sold one supply before it could afford to pay for the next.

Speaking during the third reading debate on the Bill Mr Swart accused the Government of applying economic sanctions against neighbouring states as a

political bargaining weapon. "From the responses of the Minister and other Government speakers it appeared quite clearly that the Railways, through influence perhaps beyond its own control — perhaps through influence of the Department of Defence or the Department of Foreign Affairs or the Government itself — was involved in an operation of sanctions against our neighbouring states in so far as availability of our transport services were concerned," Mr Swart said.

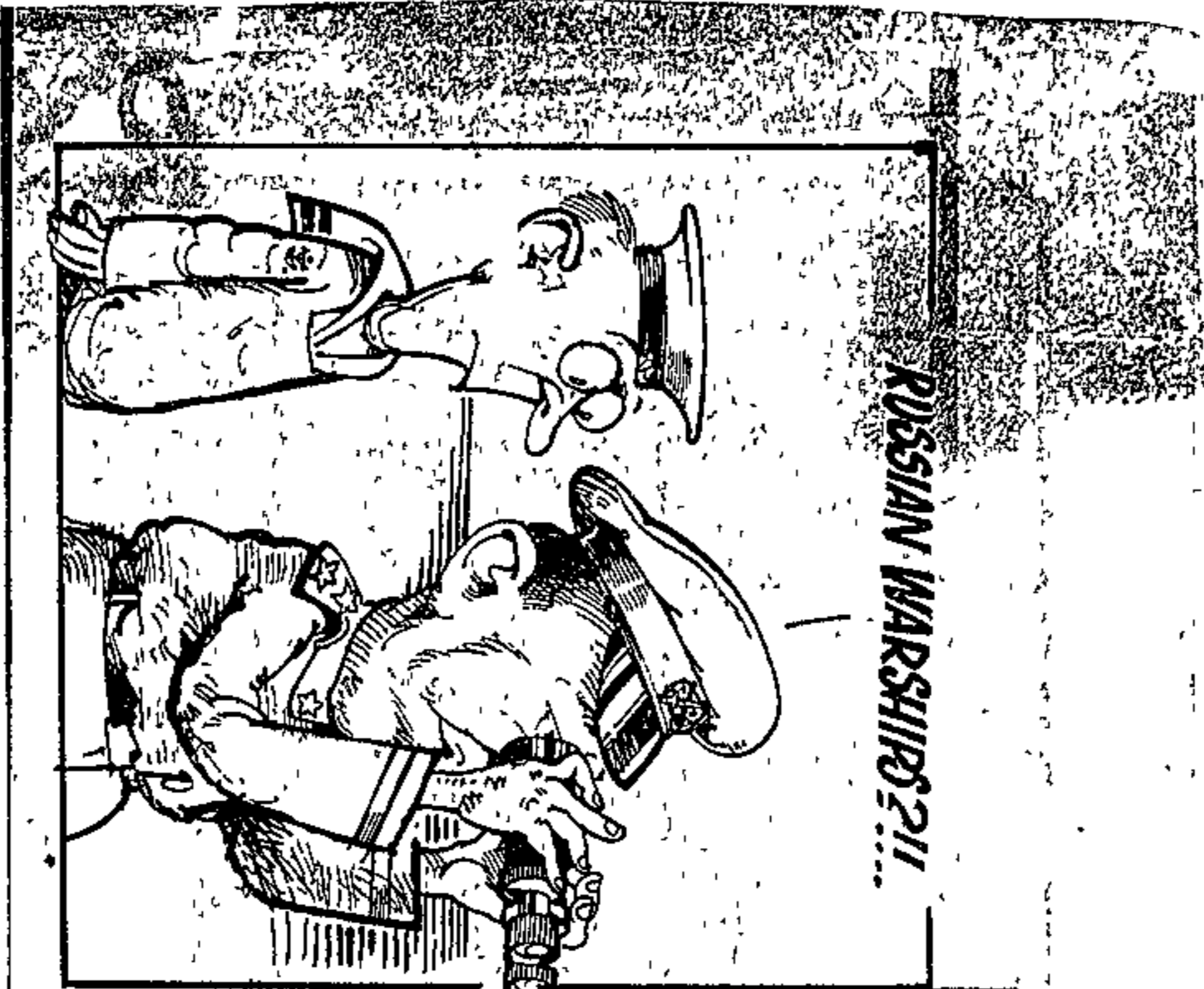
Mr Swart called on the Government to come into the open over its motives for withdrawing locomotives from Zimbabwe.

"Let the Government be honest and say that we want to punish these people because we believe they may be harbouring people and organisations which threaten our internal security."

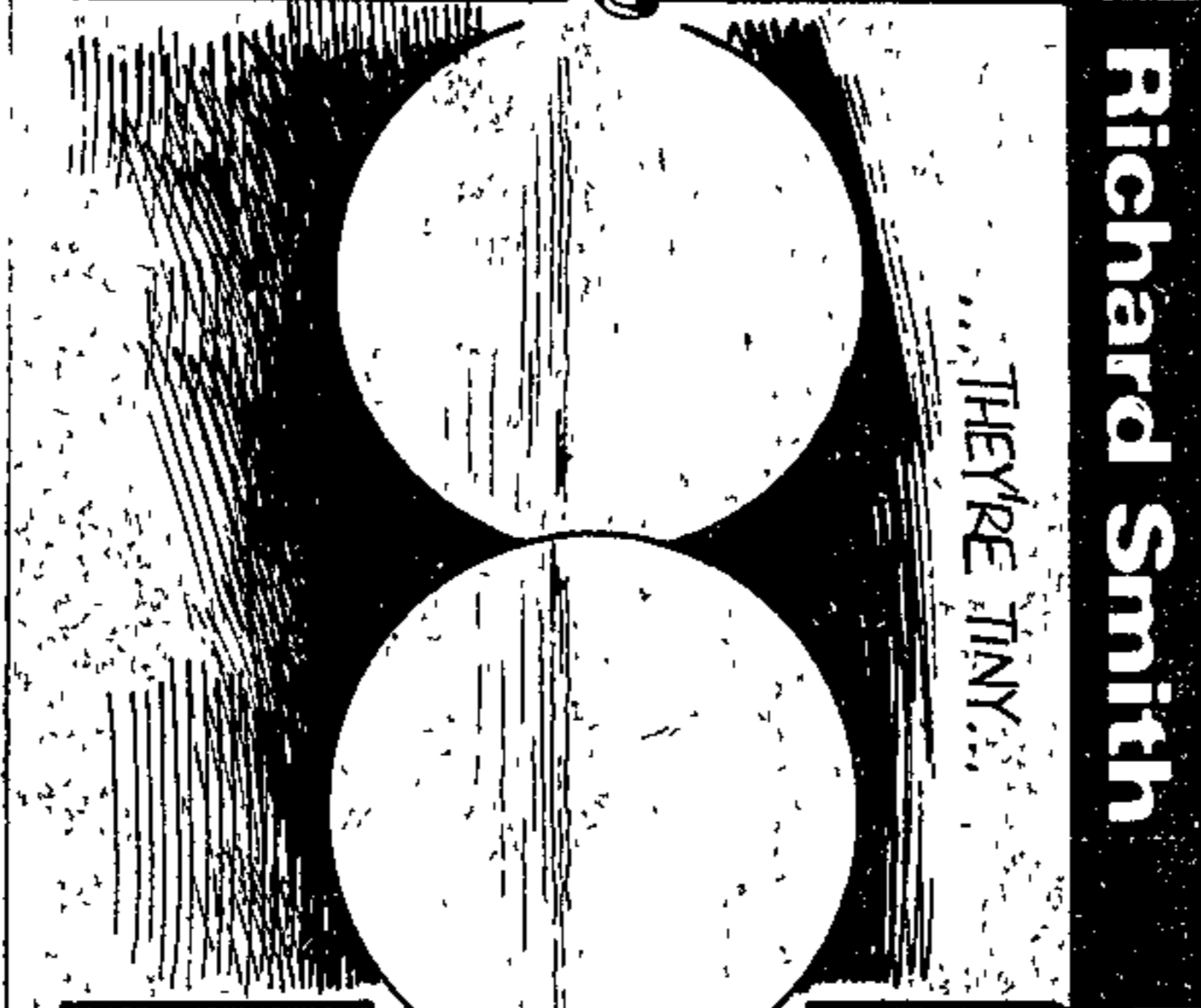
"Let them say honestly that we are imposing sanctions. "I believe it is a very, very dangerous game to play and it will do nothing to stabilise the region or increase our sphere of influence in it," Mr Swart warned.

"We must remember the situation of Malawi and Zaire. These countries are not hostile towards South Africa, but they will also be directly affected if Zimbabwe is placed under pressure to the extent that it is unable to move its own traffic."



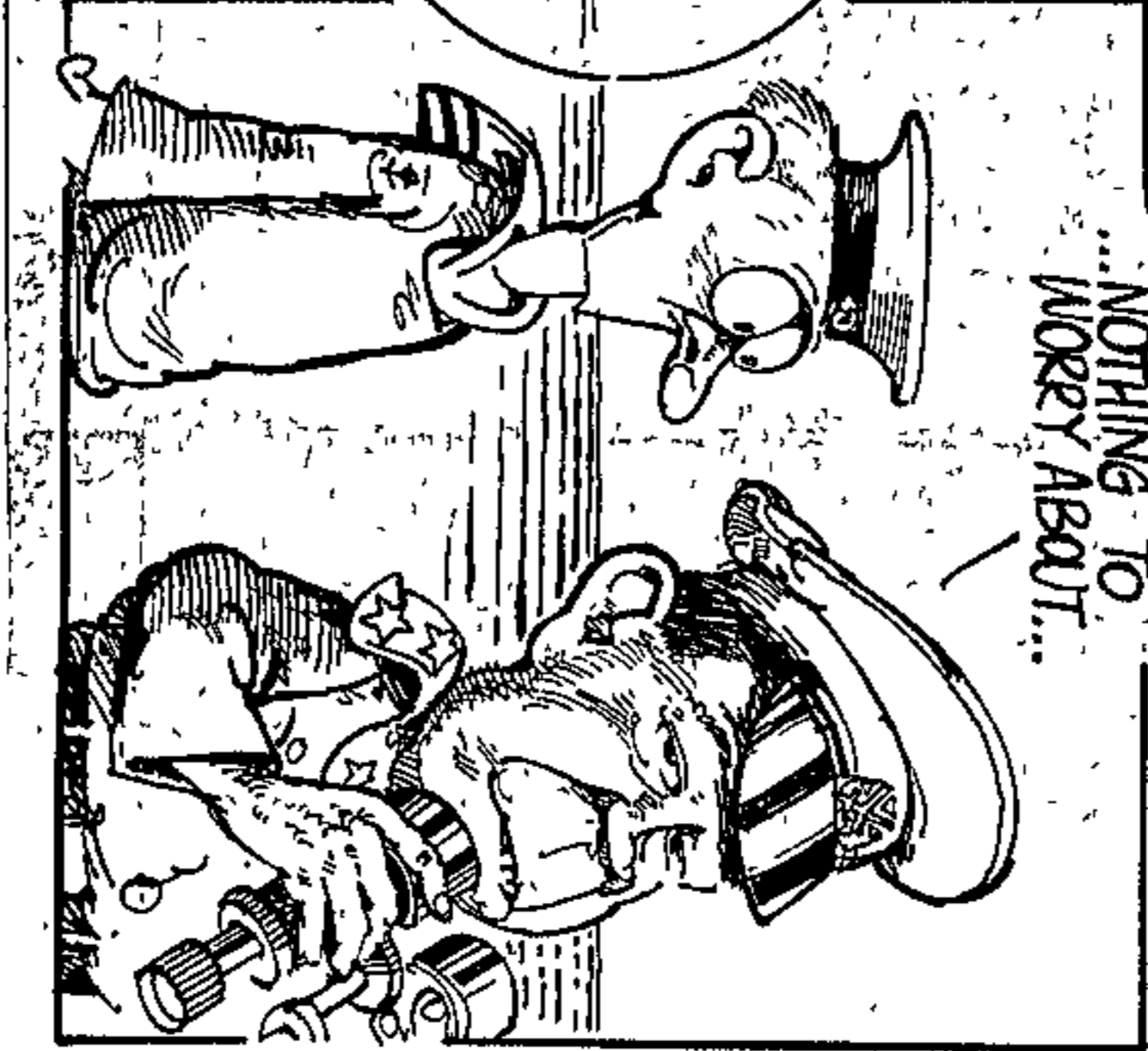


RUSSIAN WARSHIPS?!!

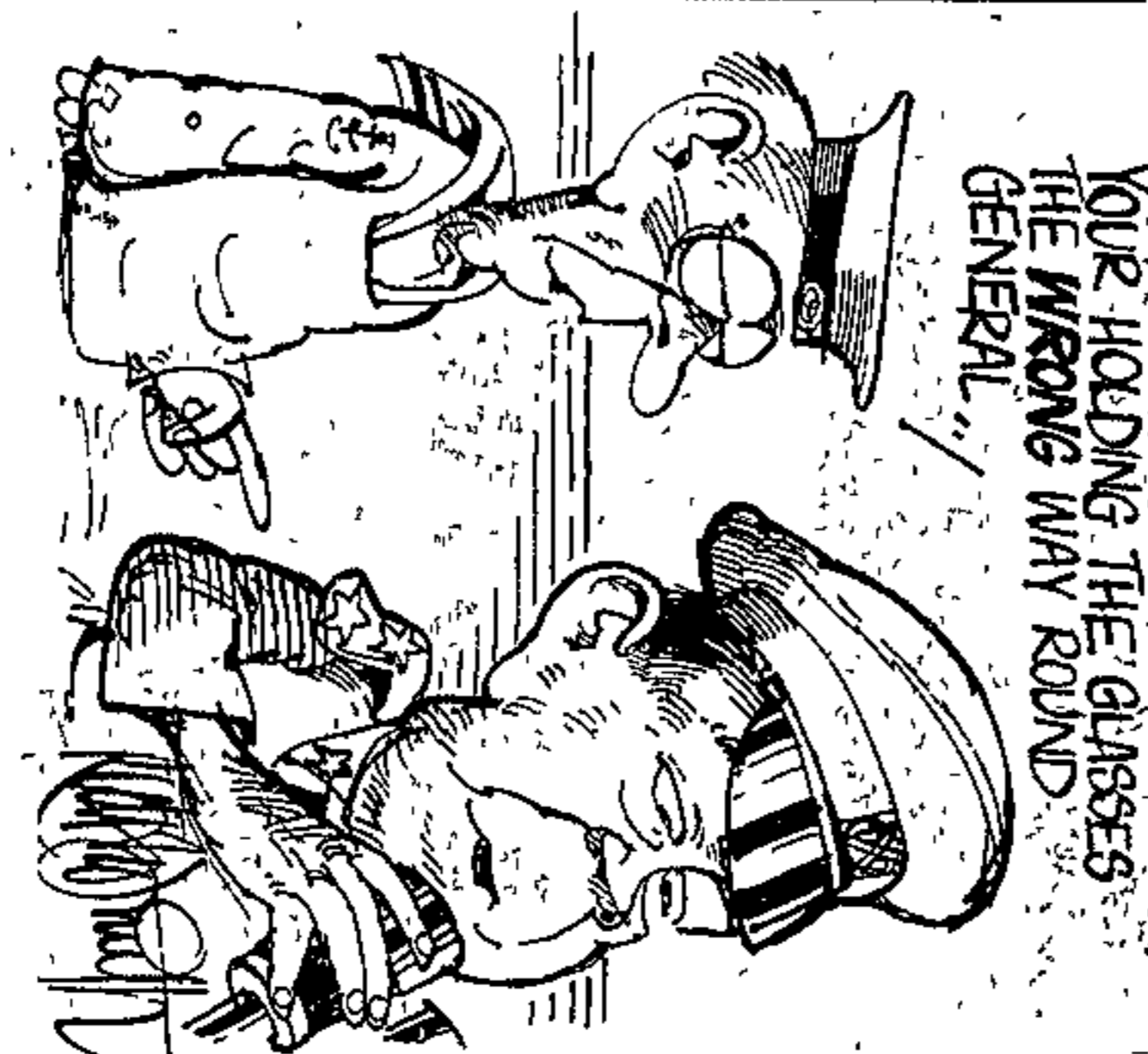


Richard Smith

...THEY'RE TINY...



...NOTHING TO WORRY ABOUT...



YOUR HOLDING THE GLASSES THE WRONG WAY ROUND GENERAL...

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27/9/81

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muscle to ensure that the African National Congress will not gain a foothold in Zimbabwe. The theory goes that South Africa's bottomline is no official ANC presence in Salisbury. Do you have any comment?

Mr. Mugabe has given repeated assurances that he will not allow Zimbabwe to be used as a springboard for attacks against South Africa. But if South Africa is going to insist that the ANC does not have offices in Salisbury I think it is asking for the moon.

You have expressed concern about the prospect of Zimbabwe becoming a one-party state. Why do you think that would be a bad thing?

Mr. Mugabe reportedly told an audience in Denmark the other day that you can only have a Watergate in a democratic state and not in a one-party state. He is right, of course. But the only reason that you don't have it is because you don't get to hear of it in a one-party state.

The problem with a one-party state is that criticism of the party becomes criticism of the government itself. And then there is the problem of how do you change the government. It is a system that opens the doors to all sorts of evils and indeed goes against the Zimbabwean declaration of rights which enshrines the right to freedom of association.

With his recent pronouncements alleging collaboration between South Africa and Mr Ian Smith, Bishop Abel Muzorewa and the Rev Ntshini, Mr Mugabe is using a deliberate and orchestrated strategy to achieve unity with the Nkomong of the Patriotic Front for a one-party state?

Yes, I think he is looking for a justification for motivating the need for a one-party state by defining the enemy who is involved in a so-called plot to destabilise the country. But from our side it is absolute nonsense. You have suggested that it is time that South Africa's

Writes woke up to what is happening in the world around them and sort out, as a matter of urgency, what they regard as worth fighting for. Could you enlarge on that? I think South Africans must sort out what are the real fundamentals.

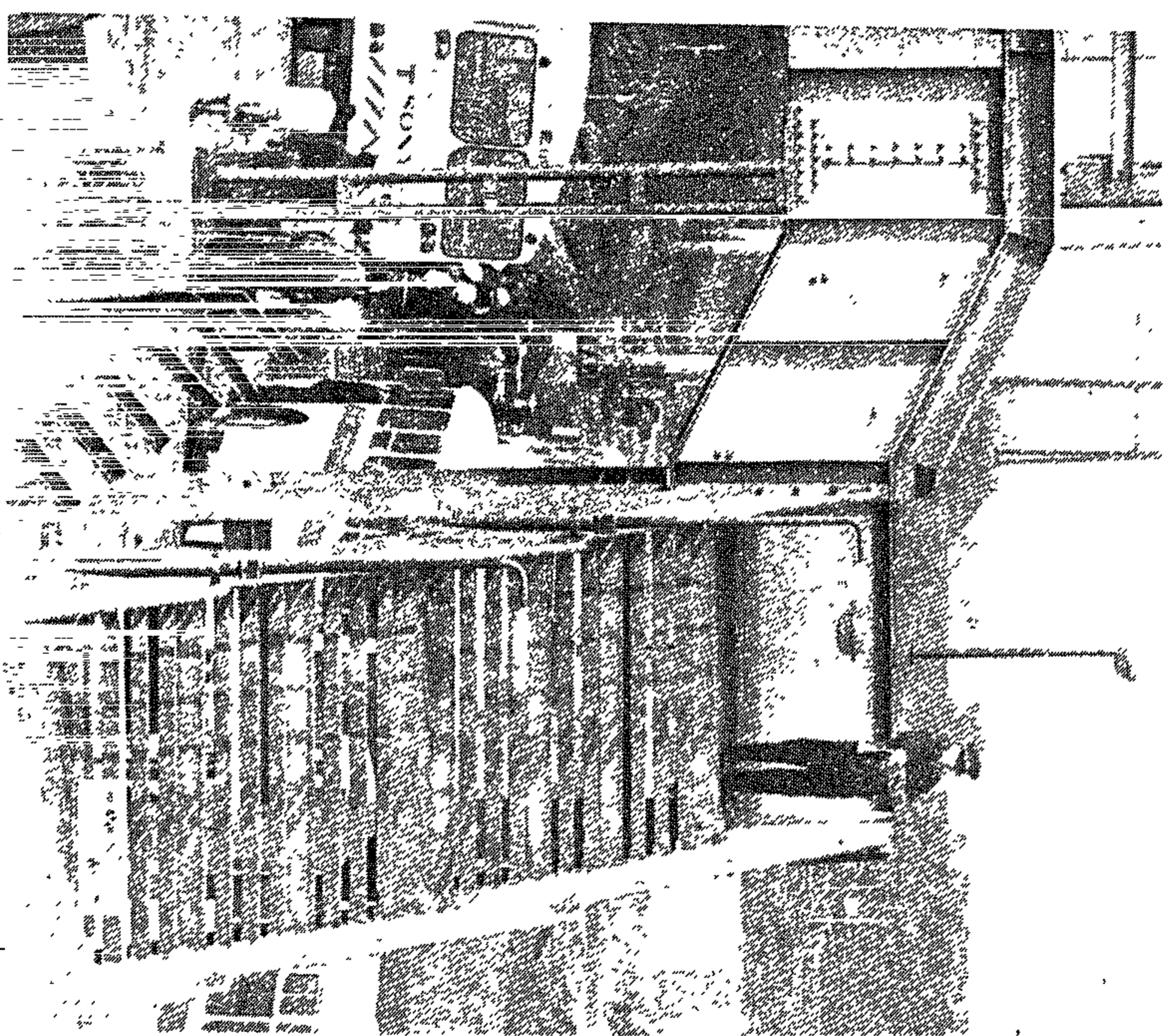
And I can only say that, in retrospect, many things that one considered as fundamentals when things were going well, seem today to be totally irrelevant. They should identify those things that are necessary for a

reasonable and decent survival for all South Africans. There is nothing more dangerous than the wishing away of realities and taking things for granted. If South Africans are to learn from the mistakes of Rhodesia they must get on with it now.



# The impracticality of apartheid...

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**SIGNS OF APARTHEID: Black passengers in their great numbers crowd the Isando station footbridge allowed them. Apartheid forbids them using the "whites" only bridge, and a policeman is posted to make sure they do not use it.**

*Soweto News*  
Pics by Judas Ngwenya

**TRAIN COMMUTERS** at Isando station near Kempton Park, claimed yesterday that they are being harassed and manhandled by South African Railways police if they use the whites bridge when theirs is overcrowded during peak hours.

By MZIKAYISE EDOM

The commuters told SOWETAN yesterday that even if they are in possession of first class tickets they are turned back by policemen guarding the bridge and they have to squeeze their way out on the small bridge they are provided with.

Most of the commuters interviewed by SOWETAN said this practice had been going on for the past few months but it was worse this week with black and white policemen guarding every corner of the whites bridge and turning back any Black who wanted to use the bridge. Isando, is one of the biggest stations of the East Rand and thousands and thousands of commuters use it every-day. When SOWETAN made a check at the station yesterday morning it found that blacks crammed the small-bridge try-

ing to make their way out of the station and while the 'white' bridge was almost empty.

Most of the commuters using Isando station come from the East Rand, Johannesburg and Pretoria.

One resident who only gave his name as Daniel said: "everyday in the mornings and afternoons we experience terrible scenes on the small bridge we have to use. It takes one up to fifteen minutes to make his way out and at times we arrive late at twelve. It becomes worse at the end of the month when pick-pocketing is rife".

Another resident said: "This is funny. Just because we are black we have to suffer and I see no reason why railway officials should refuse us permission to use the whites

bridge when our bridge is overcrowded".  
Mr J C van Rooyen, the Public Relations Officer for the SAR said yesterday "we have received many complaints from both blacks and whites about overcrowding on the two bridges. We are about to put up new sign board for first and third class passengers.

He added: "First class passengers will use one bridge irrespective of colour and others will use their own bridge. The present sign boards are not clear and it becomes very difficult for commuters to know which bridge they have to use."

Mr van Rooyen also said that police at the station have been sent to investigate the complaints, control the situation and to maintain some order. He said that the police will be removed as soon as everything was in order.

2/10/81  
269



18604 Railway-station refreshment  
rooms/kiosks/bookstalls  
433 Mr G B D McINTOSH asked the  
Minister of Transport Affairs

How many railway-station (a) refresh-

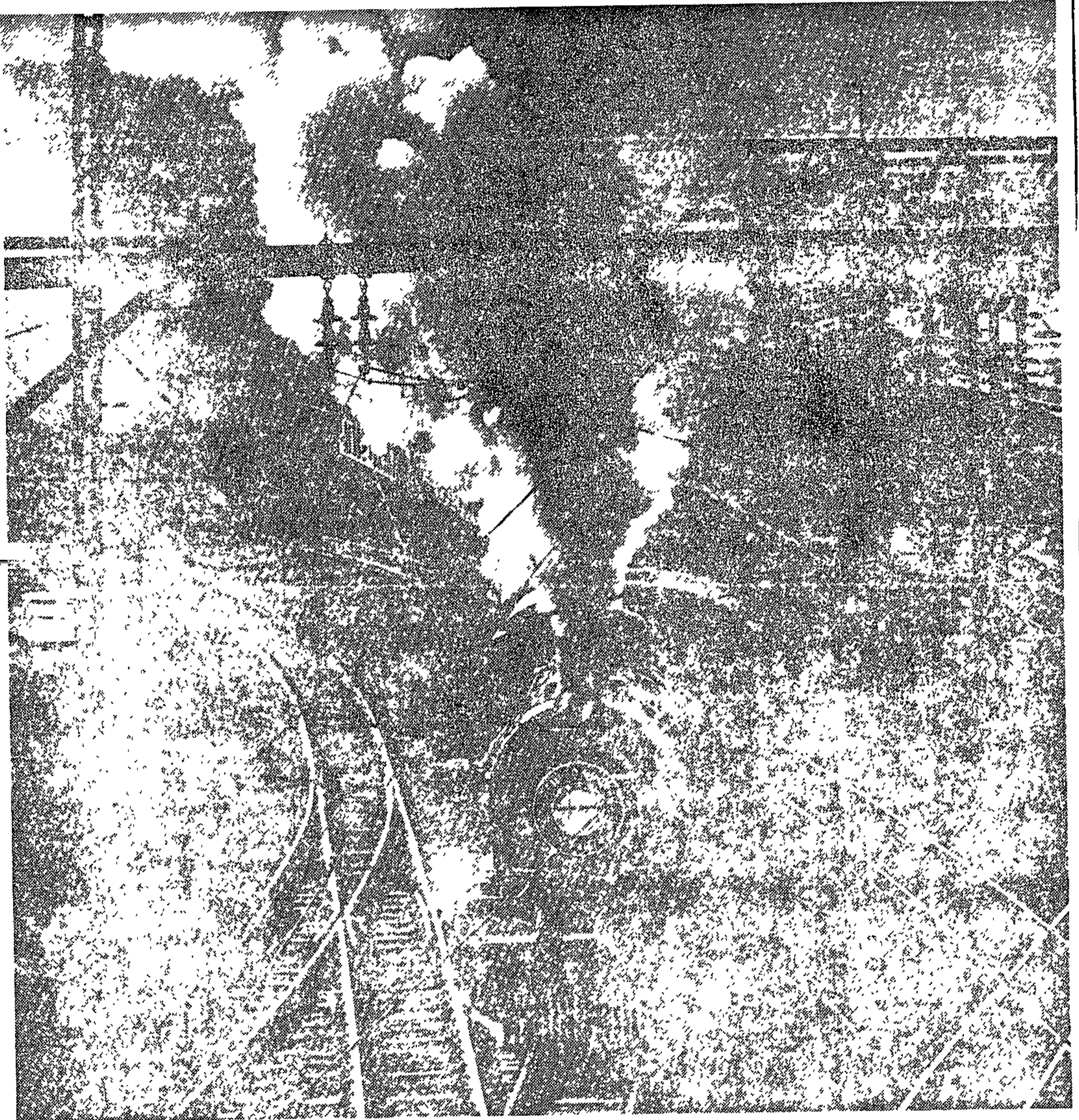
ment rooms (b) kiosks and (c) bookstalls  
are (i) operated departmentally and (ii)  
leased to private persons who are (aa)  
White, (bb) Coloured, (cc) Indian and  
(dd) Black?

The MINISTER OF TRANSPORT  
AFFAIRS:

	(a)	(b)	(c)
(i)	12	Nil	Nil
(ii) (aa)	37	116	44
(bb)	1	1	Nil
(cc)	Nil	12	Nil
(dd)	Nil	27	Nil



# SA's second steam age dawning?



Locomotives such as this could again become a familiar sight as they roll majestically across the veld.

By Richard Paris,  
Transport Reporter

South Africa may be the first country in the world to herald a second age of steam if a 2½-year experimental programme by the South African Railways produces the desired results.

A mechanical engineer for the Railways in Pretoria, Mr David Wardale, told The Star yesterday the changing situation in the supply and cost of energy in the past decade had made the SAR realise "it had better not put all its eggs in one basket."

While the SAR continued with the electrification of lines and the introduction of diesel engines throughout the country, it was reluctant to dispose of its large fleet of steam locomotives in view of

## New ideas may give life to coalburners

2/10/81 (269)

South Africa's abundant coal reserves.

Mr Wardale's personal interest in steam locomotives led him to submit proposals for modifying existing locomotives with modern technology that would make them efficient for many years to come.

"In September 1979 I was given the go-ahead for the design work, which took nine months. After this, the parts we needed had to be specially manufactured in Cape Town. Finally, I chose the latest model of steam locomotive, a Class 25 non-condenser (a type

which blows steam into the air rather than condenses it, be re-used as water), built in 1952, of which we have 13 in service. Modifications began in earnest at the beginning of this year," he said.

The prototype was painted red instead of black, to distinguish it from other locomotives. Mr Wardale explained that his work entailed making extensive alterations to the boiler, which generates steam, and to the cylinders, which use the steam to provide power.

"It was necessary to find a way of generating

the steam much more effectively, using less coal and water and making much less smoke but at the same time provide greater power.

"It was also important that we find a way of reducing the pollution level which comes from putting coal into a fire-box, which gives off a volatile, sooty matter. To do this one has to let off more air over the combustion so that the coal burns more efficiently," he said.

Informal tests began a few months ago with the improved locomotive pull-

ing goods and a few passenger service trains on the Pretoria-Witbank route.

"We will submit our research to SAR management in February who will then consider whether it would be feasible to convert some of the 136 late-model steam locomotives," Mr Wardale added.

From work undertaken so far he said he was optimistic about the future of steam but pointed out it was still too early to judge as no statistical records or costs of the conversion had been compiled.

He did not know of any other country which was attempting to revive the steam locomotive, "yet all we have done is taken technology not available in the early '50s and adapt it to local conditions."



# SAR WILL TEST

S. Tribune

# METHANOL TRAINS

4/10/81  
269

## Finance Correspondent

THE SAR has awarded a R25-million contract to General Motors South Africa for the supply of 51 class 36 diesel-electric shunting locomotives, said Mr Dirk Beukes, a railway spokesman in Johannesburg this week.

A feature of the contract is that GM is prepared to convert up to five of the locomotives to operate in a 25:75 by volume mixture of methanol and diesel fuel without any additional charge

provided the SAR feeds back all information gathered in their operation.

The cost of conversion — which just about means the addition of another fuel system — is estimated at R30 000 each.

Delivery will start in September next year and the last one will be handed over in May, 1983.

Mr Beukes said that only two companies submitted tenders and both were South African.



N.M. 7/10/81

269

# Abolition of return train coupons leads to rush-hour queues in Durban

Mercury Reporter

THE abolition of return rail tickets is causing serious congestion at sales counters in Durban, with thousands of commuters waiting to buy tickets to go home.

The Railways has admitted it has a problem but says the solution is up to the commuter — in spite of repeated calls to re-introduce the return ticket.

Most commuters interviewed at Berea Road station voiced their disapproval at dropping return fares at the beginning of this month, saying that not only did it cause massive congestion at ticket offices during evening rush hours, but it also cost more to buy two single tickets

The acting system manager of the Railways, Mr Bertie Heckroodt, said: 'We noticed the congestion at the weekend when we had our observers out. There definitely is a problem.'

But he said many commuters did not know that they could buy two single tickets at their departure stations, which would save them from having to queue at ticket offices in the afternoon.

'But,' said one commuter who did not wish to be named, 'it's also costing us more money to buy two single tickets than a return ticket. For those blacks not working and having to come to Durban every day to look for work, they cannot afford it.'



BLACK commuters at Berea Road station waiting to buy their tickets during the rush hour yesterday.

# Ticket



The problem does not arise in the mornings because the commuter load is spread over a number of different stations throughout Durban and surrounding areas, whereas all commuters converge on the main stations in Durban in the afternoons to buy return tickets.

### Longer queues

Mr S W Singh, a daily commuter between Durban and Chatsworth, took one look at the queue yesterday and then decided to catch a bus home instead.

The new system has given rise to much longer queues at the ticket offices and by the time you get a ticket the train has already left, he said.

A lot of people can't afford to buy a weekly or monthly ticket and they are the ones who have to stand in the queues.

A black commuter who travels between Kwa Mashu and Durban, but who did not wish to be named, said she travelled on a weekly ticket because she didn't want to wait in the queues.

The queues at the weekend are very bad, she said.

Mr Steven Pillay, a regular commuter between Ottawa and Durban, said he had noticed a definite increase in the length of the queues since October 1.

'I travel on a monthly ticket because I don't want to stand in the queue each day waiting for a ticket.'

Another angry black commuter who travels daily between Stanger and Durban said he had waited in the queue for a long time and when he finally got to the ticket office he had been told he was in the wrong queue.

### Fortunate

'Look at the queue I have been told to go to. It's even longer and my train to Stanger is leaving in five minutes,' he said.

A black nurse said she was fortunate in that her husband would stand in the queue for her.

'All the people here do not like the new system. The old system was much better. We could buy a daily return ticket at Umlazi and then not worry about getting another one in Durban, but that is all changed now,' she said.

Mr Heckroodt said that once commuters learned that they could buy two single tickets at one station, it would help to solve some of the congestion.

7/10/81

269

Railways Police on arrival at the H. F. Verwoerd Airport on the morning of 24 September 1981, if so, why?

The MINISTER OF TRANSPORT AFFAIRS:

Yes, as a result of a charge laid by a passenger

Mr D J N MALCOMESS: Mr. Speaker, arising out of the hon. the Minister's reply, will he tell us whether this questioning arose as a result of a conversation which the person in question had on board the aircraft, a conversation which was critical of the Government but not subversive?

The MINISTER: Mr. Speaker, the questioning of the person concerned was not only as a result of a conversation, but also on account of certain things said by the person concerned and certain things found in his luggage. That is why the matter was investigated by the S.A. Railway Police, and they acted perfectly correctly in doing so. There has, however, been a lot of gossip following this incident.

There is nothing irregular anywhere. Hon. members of the Opposition just want to cause a lot of nonsense again.

Mr. D. J. N. MALCOMESS: Mr. Speaker, further arising out of the hon. the Minister's reply, could the hon. the Minister tell us whether anything subversive was found and whether a charge against the person concerned is pending?

Mrs. H. SUZMAN: He was probably in possession of a "toy". [Interjections.]

The MINISTER: Mr. Speaker, the person in question admitted that certain wires found in his luggage might have created the impression that something was wrong. I should like to give the hon. member for Port Elizabeth Central fuller details.

If something had gone wrong during the flight, hon. members of the Opposition would, of course, have asked us whether we had been asleep while that man was carrying out his designs. [Interjections.] Now we

Hans 10  
7/10/81  
Railways Police: questioning of person  
QC 653-5 (269)  
8 Mr D. J. N. MALCOMESS asked the  
Minister of Transport Affairs.

Whether a person whose name has been furnished to the South African Transport Services for the purposes of the Minister's reply was questioned by the South African

acted correctly, but we are nevertheless being criticized.

Mr. D. J. N. MALCOMESS: Mr. Speaker, further arising out of the reply given by the hon. the Minister, would it not have been too late to question that person after the flight if something had indeed gone wrong? [Interjections.]



# Go-ahead for big Natal cement project

RDM 8.10.81

(269)

THE go-ahead has been given for the construction of a R20-million railway line connecting the main South Coast line in Natal with a planned R150-million clinker plant near Port Shepstone, implying approval for the factory as well.

After protracted opposition to the rail link from the Town Board of Umtentweni, this local authority has withdrawn its objections, and the South African Railways has given formal approval for the line to be built.

The line is expected to be open to diesel traffic by September 1983, and the clinker plant at Sisuma, inland from Port Shepstone, should come on stream about a month later.

Mr Dennis Rowe, general manager of Natal Portland Cement, the factory developers, said it would be incorrect to say the residents of Umtentweni were happy about the railway line passing through the town. "However, they have accepted that Sisuma and the service line are of national strategic importance."

Mr Rowe said Natal's future cement supply was vitally dependent on the new clinker factory, as without it the province's supply situation would deteriorate even further from its present delicate position, with a snowballing effect throughout the country.

He said cement manufactur-

## Financial Reporter

ers in the western Transvaal were now hard-pressed to help Natal meet its demand, and it was unlikely that they would be able to do more, or even as much, in coming years to deliver cement to Natal.

## Bridge

Contracts for surveying and exploratory drilling along the railway route are already in progress, and an order of R2 300 000 has been placed with Cementation (Africa) for construction of the main railway bridge over the Umzimkulu River.

Contract completion date for the factory's kiln production line is October 31 next year, and at full production the plant will supply 1 450 tons of clinker a day to Durban Cement, where it will be milled and packed.

The factory will include raw material stockpiles equipped with automatic stackers and reclaimers. Limestone will reach the factory by conveyor from the existing quarry, while shale, iron-ore and coal will be transported to the plant by rail.

# Go-ahead for R150m clinker plant

201 8/10/81  
Financial Reporter

THE go-ahead has been given for a R20-million railway line connecting the main South Coast line in Natal with a planned R150-million clinker plant near Port Shepstone, signifying approval for the factory as well.

The Town Board of Umtentweni has withdrawn its objection to the line, and the South African Railways has given approval for it to be laid.

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# War on shebeens

BY ELLIOT TSHINGWALA

THE massive raids on Soweto shebeens at the weekend was a pre-planned effort to keep Soweto dry, Major Mazibuko has announced.

Several policemen in what is called "Operation Soweto Dry-up" raided thousands of shebeens and confiscated liquor amounting to more than R13 000

Major Mazibuko said last month 99% of the murders in the township occurred in the vicinity of shebeens, or the victims were participants in drinking sprees.

Soweto Police Liaison Officer for the press Major Mazibuko said: "We are trying to prove the point that crime will go down if there is less liquor. Last month we issued details of our investigations and we found that liquor and shebeens were responsible for most of the murders in the township," he said.

In Operation Soweto Dry-Up, police only cleaned shebeens of their liquor but did not arrest the operators. This is a new tactic, apparently aimed at totally discouraging the shebeeners from operating.

The figures for the liquor confiscated are as follows: 1032 dozen quarts of beer, 83

dozen pints, 361 bottles of spirits (half jug) and 81 bottles of wine (750 ml)

The President of the National Taverns Association, Mr Peggy "Bet Air" Senne merely said he was tired of the police raids.

"It seems they want us to be out of business before legalization comes into effect," he said. He refused to discuss details of the raids. He would not even say the amount of stocks taken. "When legalization comes we will breath a sigh of relief."

# Rail project to link Soweto and industry



THE LINK: Rail lines between Soweto and Johannesburg's outlying industrial areas.

THE RAIL link between Soweto and Johannesburg's outlying industrial areas is well underway, and Section Four of the project is expected to be completed in December according to the contractors, Futurus of Kempton Park. The contractors have completed 70% of earthworks, construction of bridges, roadworks, drainage, fencing and deviations of services in this R2,3 million phase of the overall project.

When the project is completed, the South African Railways' Western Transvaal System will be streamlined with a new connecting line between George Goch and Karsene West.

Two bridges had to be constructed — a rail over road bridge and a road over rail bridge — to accommodate the work involved

269

Sowetan shebeens

169 312

7

1

8/14/81

Star 8/10/81 (269) 189

# SAR agrees to settlement with Mavi

By Themba Khumalo

The South African Railways has agreed to make an out of court settlement with the attorneys of Mr Joseph Mavi, a Soweto trade unionist who sued the railways for R20 000 after he was assaulted by ticket attendants in May. A spokesman for Priscilla Jana and Associates, who represented Mr Mavi at the Supreme Court,

said on Tuesday that negotiations were continuing because after they had agreed to settle out of court, the SAR had offered to give Mr Mavi an "unacceptable amount."

Mr Mavi, president of the Black Municipality Workers Union (BMWU), sued SAR after three railway employees were convicted at the Orlando Magistrate's Court for as-

saulting him.

According to court evidence, Constable Mbhele, Petrus Nemaghu-vini and Rusty Moema assaulted Mr Mavi when he did not pay a R1 fine after failing to produce his ticket at Inhlazane Station, Soweto.

The magistrate found that the three acted illegally by assaulting him and fined them amounts

ranging from R100 to R300.

The spokesman for Mr Mavi's attorneys said they would try to speed up the negotiations with the railways.

Mr Mavi is unemployed. He has devoted himself to the troubled BMWU, whose executive committee was nearly paralysed by personal and ideological disputes.



## ALGEMENE KENNISGEWING

KENNISGEWING 795 VAN 1981

DEPARTEMENT VAN VERVOER

KOMMISSIE VAN ONDERSOEK NA BUSPAS-  
SASIFERSVERVOER IN DIE REPUBLIEK VAN  
SUID-AFRIKA

Op die eerste vergadering van die Kommissie van  
Ondersoek na Buspassasiersvervoer in die Republiek  
van Suid-Afrika gehou te Kaapstad op 28 September  
1981 onder voorsitterskap van dr. P. J. Welgemoed,

## GENERAL NOTICE

NOTICE 795 OF 1981

DEPARTMENT OF TRANSPORT

COMMISSION OF INQUIRY INTO BUS PAS-  
SENGER TRANSPORTATION IN THE REPUBLIC  
OF SOUTH AFRICA

At the first meeting of the Commission of Inquiry into  
Bus Passenger Transportation in the Republic of South  
Africa held in Cape Town on 28 September 1981 under  
the chairmanship of Dr P. J. Welgemoed, M.P., it was

*PS*

*9/10/81*

*269*

L.V. is daar besluit om alle belanghebbendes wat begerig is om vertoe tot die Kommissie te rig, uit te nooi om voor of op 30 Oktober 1981 memoranda aan die Kommissie voor te lê insake aspek 6 van die Kommissie se opdrag.

Die betrokke aspek van die opdrag is soos volg:

“Om ondersoek in te stel na, verslag uit te bring en aanbevelings te doen oor die volgende aspekte van buspassasiersvervoer in die Republiek van Suid-Afrika

6. Die wenslikheid van 'n koördinerende liggaam of liggame vir die verskillende metropolitaanse gebiede.”

Memoranda moet gerig word aan—

Die Sekretaris  
Busvervoerkommissie  
Privaatsak X193  
Pretoria  
0001

M. C. BOTHA, namens Voorsitter.

Busvervoerkommissie.  
(9 Oktober 1981)

resolved to invite all interested parties who are desirous of making representations to the Commission to submit memoranda for consideration by the Commission on or before 30 October 1981 in respect of aspect 6 of the terms of reference of the Commission.

The relevant aspect of the terms of reference is the following:

“To inquire into, report on and make recommendations regarding the following aspects of bus passenger transportation in the Republic of South Africa.

6. The desirability of a co-ordinating body or bodies for the various metropolitan areas.”

Memoranda should be directed to—

The Secretary  
Bus Transport Commission  
Private Bag X193  
Pretoria  
0001

M. C. BOTHA, for Chairman.

Bus Transport Commission.  
(9 October 1981)

## INHOUD

No.		Bladsy No	Staats- koerant No
<b>PROKLAMASIE</b>			
199	Wet op Groepsgebiede (36/1966): Wysiging van Proklamasies 4 en 5 van 1967 Pater-noster Gekleurde groep .	1	7828
<b>GOEWERMENTS- EN ALGEMENE KENNISGEWINGS</b>			
<b>Binnelandse Aangeleenthede, Departement van</b>			
<i>Goewermentskennisgewing</i>			
2177	Wet op Publikasies (42/1974): Ongewenste publikasies of voorwerpe. Lys P80/55.	2	7828
<b>Vervoer, Departement van</b>			
<i>Algemene kennisgewing</i>			
795	Kommissie van Ondersoek na Buspassa-siersvervoer in die RSA	2	7828

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<b>GOVERNMENT AND GENERAL NOTICES</b>			
<b>Internal Affairs, Department of</b>			
<i>Government Notice</i>			
2177	Publications Act (42/1974): Undesirable publications or objects: List P80/55	2	7828
<b>Transport, Department of</b>			
<i>General Notice</i>			
795	Commission of Inquiry into Bus Passenger Transportation in the RSA.	2	7828



No arrest  
powers for  
Makgotla

## on trains

By Themba Khumalo

Although the Soweto Makgotla organisation may patrol railway stations and trains, they would not be allowed to search or arrest suspects without permission from a Railways officer, a spokesman for the Railways said today.

Mr J C van Rooyen was commenting on reports that another Railways official had said yesterday that Makgotla, an organisation aimed at fighting crime in Soweto, might be allowed to patrol trains and stations.

"This does not mean a special permit for Makgotla to operate as an extended unit of the Railways police force. They are allowed to furnish us with information just like any other passenger who is concerned about crime."

Mr. van Rooyen said Makgotla men did not need special identification during their operations because "they are like any other passenger on trains."

### POSTED

Should Makgotla men notice any offence, they were entitled to contact the nearest member of the Railways police who were posted at almost every station.

The controversy over Makgotla started this week when after top-level consultations, the Railways decided to turn down the request by Makgotla to help Railways police fight crime at stations and on trains.

The request was made by Mr Siegfried Manthata, president of Makgotla.

"I want to reiterate my appreciation of Makgotla for their concern at the rate of crime on trains and at stations. But the only way in which they can be fully recognised by the SAR is to join our police reservists or the police force," said Mr van Rooyen.

Trans 10 Railways Police: fraud case (269)  
 9/10/81 QC 703-4  
 \*9 Mr G. S BARTLETT asked the  
 Minister of Transport Affairs:

only after the Advocate-General had gone into the matter was a re-investigation undertaken and did the court take action.

Whether any (a) inquiry was held and (b) action was taken in regard to the failure on the part of the South African Railways Police to take steps after receiving certain affidavits referred to in paragraphs 3.2 0 to 3.2.5 on pages 8 and 9 of the Advocate-General's Report in terms of section 5(1) of the Advocate-General's Act, No. 118 of 1979, which was laid upon the Table on 16 September 1981, concerning the fraud case tried in the Durban and Coast Local Division of the Supreme Court of South Africa (Case No. CC192/80); if not, why not; if so (i) what was the outcome of such inquiry and (ii) what action was taken?

The MINISTER OF TRANSPORT AFFAIRS:

(a) No.

(b) No.

The alleged irregularities were investigated by the S.A. Railways Police, and consequent upon their findings and after consultation with the Department of Finance it was decided not to take any further action thereon. It is considered that the S.A. Railways Police adequately dealt with the matter and that no justification exists to take any action against them. Subsequent to the original investigation into this matter the findings were reported to the Advocate-General, who then requested the S.A. Railways Police to re-view the matter. The subsequent investigation resulted in criminal action being instituted against several persons.

Mr. W. V. RAW: Mr. Speaker, arising out of the reply given by the hon. the Minister, does he consider it adequate action if sworn affidavits are received without any action being taken on them until asked to do so by the Advocate-General?

The MINISTER: Mr. Speaker, we had not been informed of all the particulars, and



Mayi assault:  
SAR offer rejected

Mail Reporter

LAWYERS for trade union leader, Mr Joseph Mavi, have rejected an initial out-of-court offer by the South African Railways, which he has sued for R20 000 after being assaulted by three ticket attendants.

A spokesman for Priscilla Jana and Associates said yesterday that the SAR had offered an "unacceptable amount" to Mr Mavi, who is president of the Black Municipality Workers' Union (BMWU).

Three SAR barrier attendants were convicted of assaulting Mr Mavi when he could not pay for his train ticket on January 10 at the Inhlazane railway station.

The court heard that the three men had taken Mr Mavi to their staff room and beaten him up. Later he was forced to scrub the floor to clean up his blood.

The three were each sentenced to a fine of R300 or five months' imprisonment.

The spokesman said the SAR had agreed to an out-of-court settlement.



# Maize train derailed

10/18/81

(269)

EAST LONDON — Eleven trucks of a train carrying export maize to East London were derailed between Surbiton and Cathcart yesterday.

The system manager for the Railways here, Mr A. J. Jonker, said no-one was injured in the accident, which occurred at 11.15 am.

He said eight of the 11 trucks, part of a 50-truck airbrake train, had overturned. A big team of workers had been dispatched to clear the trucks and relay about 160 metres of track which had been severely damaged.

Mr Jonker expected the line to be open to traffic by about 9.00 last night.

Yesterday morning's 11.15 train from East London to Johannesburg was rerouted via Cokhouse and passengers beyond the Cokhouse branch-off at Blaney were fetched by car.

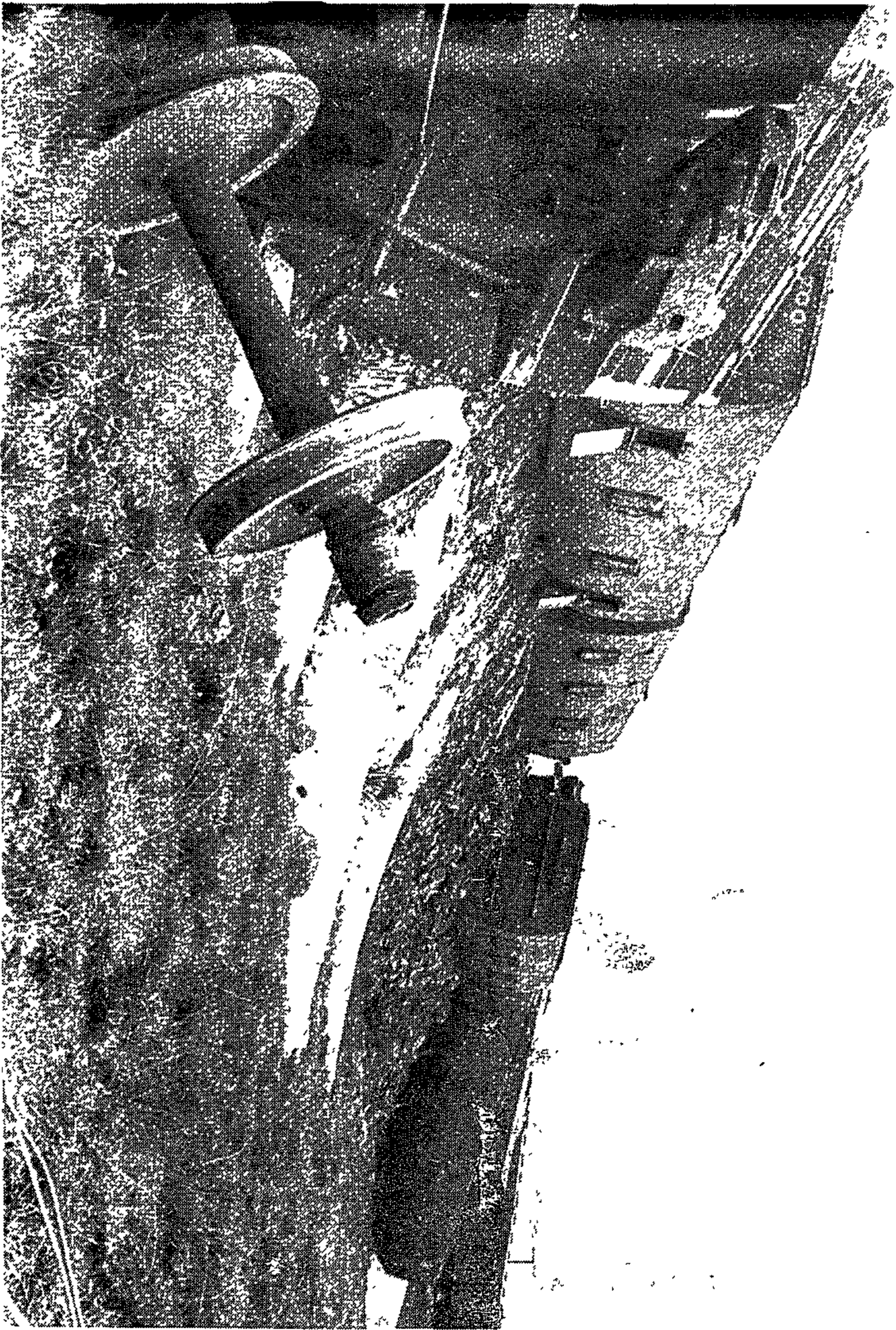
Passengers on a Cape Town train bound for Umtata were ferried by

bus from Cathcart to Amabele where they joined another train.

Extra saloons were being attached to other trains to accommodate passengers to Johannesburg from points north of Queenstown, Mr Jonker said.

Repair operations had been given top priority because of East London harbor's busy maize export programme. Mr Jonker said that, barring a possible delay to a ship which was waiting for white maize, there would be little effect on the programme.

He said a board of inquiry would meet next week to determine the cause of the accident. — DDR



Some of the derailed maize train trucks, with part of their cargo spilt on the ground.



## Commuters booked for using whites only bridge

Star 14/10/87

Own Correspondent

269

There were chants of "Apartheid, Apartheid" from black commuters at Olifantsfontein early today as a white constable booked blacks who were crossing the railway line on the whites-only bridge.

The incident took place after commuters from a Johannesburg-bound train rushed to climb the steps of the whites-only bridge.

A white Railways constable who stood watch at the bridge stopped the commuters, demanded their reference books and then wrote their names down. Other commuters who saw the incident started chanting "Apartheid, Apartheid" as they walked towards the non-whites bridge.

The young constable was crossing from one platform to another in an attempt to stop blacks from using the whites only bridge.

# SAR police call for assistance to solve crimes

NO ARRESTS have been made in the eight murder cases reported to have taken place on West Rand trains during September, South African Railways reported yesterday.

During September, eight cases of murder were reported and there were 59 reported cases of robbery, for which 18 people were arrested.

There were 47 cases of assault with intent to do grievous bodily harm and 15 arrests, 41 cases of common assault and 17 arrests, 22 of pick-pocketing and 11 arrests, seven cases of rape and six arrests.

The Deputy-Commissioner of the SAR, Major-General J H Visagie, said yesterday: "Crime on our trains has caused concern to the police as much as to the public.

"People using trains should re-

By SOPHIE TEMA

port all incidents by unruly elements to the police and we promise to co-operate with them wherever possible to see that the necessary investigations are made.

"They need not give their names when providing information as long as they can give a description of the type of crime and the person who has committed it."

He said: "The SAR will appreciate any help from the public because it will be for their own good."

General Visagie commented on a request by Mr Siegfried Manthata, that members of his vigilante group, the Makgotla, operate on Soweto-bound trains to help protect passengers.

## Reservists

Speaking about the Makgotla he said: "If members of such organisations want to help cut down the rate of crime on trains and platforms, any help from them will be appreciated on condition they join as reservists."

He said: "As reservists they will be regarded as members of the SAR force, but if they act in their capacity as Makgotlas they will not be seen as an extended unit of the railway police.

"We appreciate the concern the Makgotlas are showing in the welfare of their people."

Mr Manthata said: "I made the request to the SAR after several people had asked me to get my men to help protect people who get robbed and mugged on trains."

Of the eight murders reported, no arrests have yet been made.

People who want to give information to the police on incidents of crime should telephone "Dolos" Johannesburg 713-222



# SAR awards R53m contract to Barlows for bogies, tanks

RDM

14/10/81 By DAVID CARTE

269 ~~189~~

**BARLOWS Heavy Engineering** has been awarded three rolling stock contracts by the SAR worth R53-million.

For this sum Barlows Heavy Engineering is to make and deliver 1 000 bogie wagons for the transport of timber, 500 bogie wagons for bulk grain and 100 frameless phosphoric acid tank wagons.

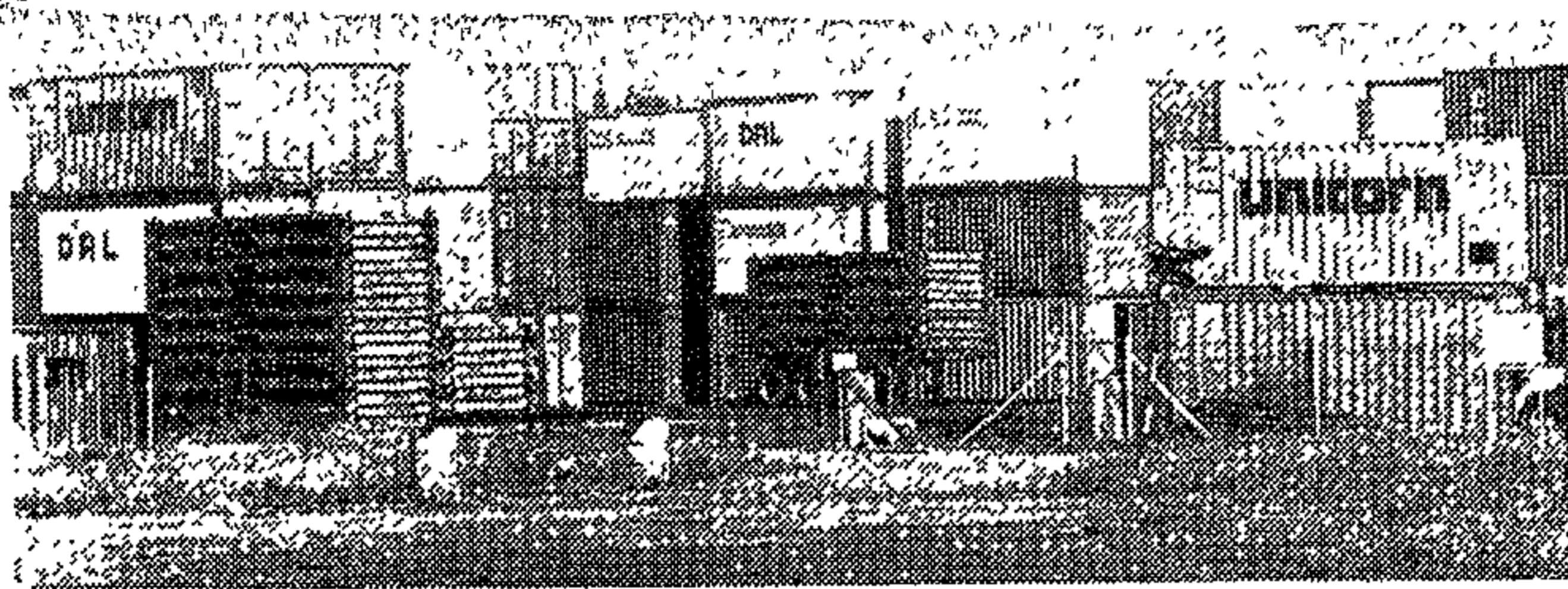
The wagons will be built at BHE's Benoni works and will be equipped with dual vacuum and air operated brake systems

Delivery of the first wagons will be later this year and completion in the second half of 1983

All 1 600 wagons will have a total laden mass on rail of 80 000kg. The timber wagons will have all-welded underframes, while the phosphoric acid wagons will be frameless but of all-welded construction

The latest contract brings Barlows Heavy Engineering's work on hand for the SAR to more than R100-million

The company landed a R49-million contract earlier this year for, among other things, 1 200 timber wagons



CONTAINER depots...should they be in the hands of a monopoly?

# Call for <sup>NM</sup> container <sup>15/10/81</sup> investigation <sup>(269)</sup>

A THOROUGH investigation into containerisation in South Africa is essential to identify problem areas, so that proposals for improvement can be made, an inter-departmental government committee investigating SACD has found.

It also recommended that the disadvantages of South African Container Depot's monopoly should also be looked at by the Competition Board.

The committee, made up of officials from the Departments of Transport, Finance and Industries, Commerce and Tourism and the South African Railways and Harbours, was formed in response to allegations that SACD had:

- misused its monopoly; and,
- was inefficient in the handling of LCL (less than container load) containers and that this was prejudicing importers.

The allegations were

made during the container congestion crisis at SACD's City Deep depots between the end of last year and March this year.

In response to requests that groupage agents be licensed to run their own facilities and that two more depots be established in the Reef area, the committee found there should be only one container depot operator in a particular container operating area.

## Unmanageable

This was because the situation 'would otherwise become unmanageable' for the South African Railways and Customs and Excise.

However, other container operators should be allowed to serve new container operating areas under licence of the Commissioner of Customs and Excise.

The problem of container congestion at City Deep should be attributed to the consignees, their agents or container operators because the SAR was in a position to han-

dle unexpected larger volumes of freight, the committee found.

The SAR&H terminal at City Deep was intended to be a harbour container terminal and not a storage centre for uncleared containers. The uncleared containers which could not be delivered were consequently transferred to the SACD site at City Deep at the request of the consignees, the commission found.

In turn, SACD did not have sufficient storage space at its disposal and containers had to be stacked three to four tiers high. The result was that SACD's primary function, the unpacking and packing of LCL containers, was disrupted.

SACD had taken steps to improve its organisation and equipment and had more land for future development. The organisation had sufficient facilities to cope with the present flow of containers, as well as an expected work load for the next five years.



# Negotiate, urges rail chief

RPM 15-10-81 (269) ~~123~~

THE granting of more effective rights to black workers would inevitably subject the existing industrial relations system to new strains, said Dr J G H Loubser, general manager of South African Railways, yesterday.

Addressing delegates at the annual congress of the Association of Chambers of Commerce in Durban, Mr Loubser urged employers to orientate their own staff to do their utmost to resolve their labour problems by using the machinery provided.

Similarly, he said, all workers and their leaders in trade unions should be encouraged to use every available negotiation method to bring about solutions in a peaceful manner.

"We in the transport section are only too aware of the importance of effective channels of communication between employer and employee if good relations are to be created and maintained," he said.

"The conditions which pertain in the work situation affect the outlook of the employee in a way that stretches far beyond his work place. The work environment and circumstances influence the employee's attitude to all problems, be they of a domestic or national nature."

The railways had left no stone unturned in an attempt to provide the machinery whereby its employees of all population groups could communicate and negotiate with their employer.

## Future strategy

"I believe that this approach has in no small way contributed towards the industrial peace which has over the years been experienced in our organisation," he told the congress.

The railways' strategy for the future was based on a sound labour relations structure, the basic ingredients of which were to be found in its staff representation system.

The railways accepted that workers had the right to exercise collective muscle and to accord them this right would not disrupt a well-run enterprise.

Dr Loubser said it should never be forgotten that in developing a relationship with trade unions, one was dealing primarily with people. It should be borne in mind that the law could not prescribe attitudes and behaviour.

It thus depended largely on management's attitude and approach to unions if the relationship was to be one of co-operation and trust.

Dr Loubser said implementation of the Wiehahn and Riekert reports would have far-reaching implications in labour relations.

## Free association

His organisation had undertaken to adapt, in collaboration with the staff associations, its staff representation mechanism within the framework and in the spirit of the new labour dispensation.

The staff associations generally supported the philosophy of freedom of association within the concept of trade union autonomy, shown by the fact that three of the seven white associations had already decided to grant membership to coloured, Indian and black employees, he said — Sapa

has the local...  
ut you can't blame them, not with her assets!

# Youth: Police broke my jaw

C. Hoold 17/10/81

269

287

**A MITCHELLS PLAIN youth, Henry Davids, had his jaw broken last month in what he claimed was an assault on him by four Railway policemen**

Fourteen stitches were inserted into his left cheek and he spent six days in Grootse Schuur Hospital.

Brigadier H J R du Plessis, Divisional Commissioner of the Railway Police for the Western Cape, said the incident would be investigated and the results referred to the Attorney-General for a decision on possible action

'I will not tolerate assaults by my men,' Brigadier du Plessis said.

### FULL VIEW

The alleged incident took place on Thursday September 24 at Mitchells Plain station — and was said to have been in full view of peak-hour commuters

Mr Davids, 19, of Bloubos Circle, Eastridge, said he was on his way home from work on the 514 train when the four Railway policemen entered the carriage in which he, his sister Charmaine and a few neighbours were seated.

The four discovered a parcel of dagga and arrested Mr Davids's neighbour.

The neighbour asked that his mother be informed of the arrest and Mr Davids agreed to do so.

'This upset the policemen, who were in plain-clothes. They got hold of me and started hitting and kicking me,' Mr Davids, an employee at the Barrack Street Post Office, said.

Mr Davids said he stumbled home and was immediately taken to hospital.



MR Henry Davids



# Train service becomes more lousy as fares rise

C. Hesala 17/10/87.



**EDITOR'S MAILBOX**

**SIR, — Can Cape Herald not establish the reasons for the shocking suburban train service, especially from the Cape Flats and Mitchells Plain areas and, if the South African Railways are to blame, get them to set matters right?**

At least twice a week for months now I have been late for work, this in spite of my taking a train earlier than the one I really need. I know of some employers who understand the situation and don't deduct late-comers' pay when they know that the train service is to blame.

This doesn't solve the problem though. In fact, it creates another problem for these employers must make up their losses somehow, and the only way I can see them made up is by increasing the price of their products. So we are

faced with inflation not only in rail fares, but in increased costs caused by a poor rail service.

One of the questions I would like the SAR to explain is why the Mitchells Plain train so often stops for nearly five minutes between Philippi and Nyanga stations.

Another point which should be investigated is the recent increase in rail fares. We were told of nine percent increases in season ticket costs. A friend of mine had her weekly ticket increase in

price from R1,60 to R1,90 which is an increase of 18 percent for the short ride (Athlone to Wetton).

A few years ago there was a committee which met to discuss railway problems, but they seem to be very quiet now. The ratepayers' associations have had dealings with the SAR and they have got some promises.

Meanwhile, we still arrive late for work. When is this problem going to be solved?

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REPUBLIC OF SOUTH AFRICA

GOVERNMENT GAZETTE

STAATSKOERANT

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Vol. 196]

CAPE TOWN, 21 OCTOBER 1981

KAAPSTAD, 21 OKTOBER 1981

[No. 7840

OFFICE OF THE PRIME MINISTER

KANTOOR VAN DIE EERSTE MINISTER

No. 2189.

21 October 1981.

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

No. 80 of 1981: Railways and Harbours Appropriation Act, 1981.

No. 2189.

21 Oktober 1981.

Hierby word bekend gemaak dat die Staatspresident sy goedkeuring geheg het aan die onderstaande Wet wat hierby ter algemene inligting gepubliseer word:—

No. 80 van 1981: Spoorweg- en Hawebegrotingswet, 1981.



# Tolls a 'good way' to finance roads

R.D. 17 22-10-81

269

Mail Reporter

A TOLL system was an excellent way of gaining finance for roads if there was a shortfall in Government revenue, Dr L.B. Botha of the Department of Transport said yesterday.

He was addressing delegates in Johannesburg at the symposium on toll roads held by the South African Road Federation.

Dr Botha said the objectives of a toll system were to finance road infrastructures, to price the use of the roads and to effectively control traffic.

The money for roads could come either from taxation or from the users of roads, he said.

Mr J. Fitzsimons of the Transport Department gave delegates a run-down on the toll system in France where there are 3 700 kilometres of tolled rural roads all starting about 50km from city centres.

The French toll system there, Mr Fitzsimons said, was basically controlled by 10 freeway concessions — six were semi-public and four were private undertakings.

## Three types

The semi-public were essentially non-profit making government-run organisations.

There were three types of systems: the open system, the closed system and the trumpet system.

In the open system, charges were not made at the entrances or exits but at regular intervals on the main road sections. This system was normally used in urban areas.

In the closed system, motorists were given tickets at entrances and when they left the motorway they were charged. This system was normally used for rural roads.

The trumpet interchange allowed regrouping of the entrance and exit flows and controlled them at the same point.

In France the average fare a kilometre was 3,4c/km for passenger cars, 5,1c/km for passenger cars with trailers, 15,1c/km for a two axle truck or bus and 6,8-10c/km for heavy vehicles with three axles.

# Railways give ruling on Makgotla patrols

Star 22/10/81

(343) (269)

By Jon Qwelane

The Makgotla movement — the self-appointed law enforcer in black townships — has no chance of being allowed to police trains unless it agreed to certain conditions, the Deputy Commissioner of the South African Railways Police said yesterday.

General J H Visagie said in an interview that there was no way the movement would be allowed to operate as "an arm or an extension" of the Railway police.

But he said that if the movement made application for its members to be registered as part of the Railways Police reservist force, it would be granted.

"The only way they can co-operate with us is if they join our reservist force. That will mean they will then have to obey police rules."

General Visagie said that at present the contribution Makgotla could make would be to report any crime detected in and around Railway premises and trains.

He said there was a "Dolos" telephone system

which anyone in the Western Transvaal could use to report crime committed on Railway premises or trains.

"Dolos" is the Afrikaans word for a witchdoctor's bones.

"With the 'dolos' we have a tape recorder connected to the telephone. All information telephoned in is recorded. The police staff then play back the tapes and make transcripts. From there we assemble the pieces of information, and maybe after some vital clues get a good start."

He said he was aware that some people refrained from using the "dolos" because they feared being labelled informers.

Nevertheless, it was important to report crimes even if one did not disclose one's identity. All that was necessary was to speak into the telephone, giving the number of the train, the station, and the time of the crime, and the police would handle the rest.

General Visagie appealed to commuters not to carry large sums of money.



(e) rek- of uitbultgaring van poliëstervesels (kontinu), van 150 dtex met 48 filamente, vir die brei van gordynstof [item 311.04/51.01 (8)],

(f) rek- of uitbultgaring van poliëstervesels (kontinu), van 167 dtex met 30 filamente, vir die brei van gordynstof [item 311.04/51.01 (9)],

(g) rek- of uitbultgaring van poliëstervesels (kontinu) van 200 dtex met 72 filamente, en 260 dtex met 48 of 72 filamente, vir die brei van gordynstof [item 311.04/51.01 (10)], en

(h) garing van gefabriseerde vesels (kontinu) (uitgesonderd garing van poliëster- of poliamiedvesels) vir tekstielborduurwerk (item 311.07/51.01). [RHN-verw. T5/2/11/2/1 (E14/81).]

**Applikant:**

South African Nylon Spinners (Pty) Ltd, Posbus 2088, Clareinch, 7740.

Kyk Algemene Kennisgewing 803 van 16 Oktober 1981 vir Lys 35/81.

(23 Oktober 1981)

(e) stretch or bulked yarn of polyester fibres (continuous), of 150 dtex with 48 filaments, for knitting curtaining [item 311.04/51.01 (8)];

(f) stretch or bulked yarn of polyester fibres (continuous), of 167 dtex with 30 filaments, for knitting curtaining [item 311.04/51.01 (9)];

(g) stretch or bulked yarn of polyester fibres (continuous) of 200 dtex with 72 filaments, and 260 dtex with 48 or 72 filaments, for knitting curtaining [item 311.04/51.01 (10)], and

(h) yarn of man-made fibres (continuous) (excluding yarn of polyester or polyamide fibres) for textile embroidery (item 311.07/51.01). [BTI Ref. T5/2/11/2/1 (E14/81).]

**Applicant:**

South African Nylon Spinners (Pty) Ltd, P.O. Box 2088, Clareinch, 7740.

For List 35/81 see General Notice 803, dated 16 October 1981.

(23 October 1981)

**KENNISGEWING 836 VAN 1981**

**DEPARTEMENT VAN VERVOER**

**KOMMISSIE VAN ONDERSOEK NA BUS-PASSASIEVERVOER IN DIE REPUBLIEK VAN SUID-AFRIKA**

Op die tweede vergadering van die Kommissie van Onderzoek na Buspassasievervoer in die Republiek van Suid-Afrika gehou te Pretoria op 15 Oktober 1981 onder voorsitterskap van dr P. J. Welgemoed, L V, is daar besluit om alle belanghebbendes wat begerig is om vertoe tot die Kommissie te rig, uit te nooi om voor of op Maandag 4 Januarie 1982 memoranda aan die Kommissie voor te lê insake aspekte 1 en 2 van die Kommissie se opdrag.

Die betrokke aspekte van die opdrag is soos volg:

“Om ondersoek in te stel na, verslag uit te bring en aanbevelings te doen oor die volgende aspekte van buspassasievervoer in die Republiek van Suid-Afrika.

**1. Tariewe.**

1.1 Die doeltreffendheid al dan nie van die huidige procedure wat gevolg word by die oorweging van aansoeke om tariefaanpassings;

1.2 die basis van tariefvasstelling,

1.3 die bekendstelling en implementering van tariefaanpassings;

1.4 die wenslikheid van tariefaanpassings op 'n individuele basis en slegs binne sekere gebiede op sekere tye of, as alternatief, 'n eenvormige landswye tariefverhoging meermale per jaar,

1.5 die uitwerking van tariefverhogings binne die Republiek van Suid-Afrika op interstaatlike gebiede.

**2. Subsidies.**

2.1 Die subsidiëring van buspendelaars en of dit hoegenaamd nodig en wenslik is;

2.2 indien die subsidiëring in 2.1 gemeld, nodig en wenslik bevind word—

2.2.1 die basis van subsidiëring,

2.2.2 die procedure vir die toepassing en eenvormige berekening van subsidies;

2.2.3 die betaling van subsidies.”

**NOTICE 836 OF 1981**  
**DEPARTMENT OF TRANSPORT**  
**COMMISSION OF INQUIRY INTO BUS PASSENGER TRANSPORTATION IN THE REPUBLIC OF SOUTH AFRICA**

At the second meeting of the Commission of Inquiry into Bus Passenger Transportation in the Republic of South Africa held in Pretoria on 15 October 1981 under the chairmanship of Dr P. J. Welgemoed, M.P., it was resolved to invite all interested parties who are desirous of making representations to the Commission to submit memoranda for consideration by the Commission on or before Monday 4 January 1982 in respect of aspects 1 and 2 of the terms of reference of the Commission.

The relevant aspects of the terms of reference are the following.

“To inquire into, report on and make recommendations regarding the following aspects of bus passenger transportation in the Republic of South Africa:

**1. Tariffs**

1.1 The effectiveness or otherwise of the existing procedure followed with regard to the consideration of applications for tariff adjustments;

1.2 the basis of tariff determination;

1.3 the announcement and implementation of tariff adjustments,

1.4 the desirability of tariff adjustments on an individual basis and only within certain areas at certain times or alternatively by a uniform country-wide tariff increase more than once a year, and

1.5 the effect of tariff increases within the Republic of South Africa on interstate areas.

**2. Subsidies.**

2.1 The subsidisation of bus commuters and whether it is at all necessary and desirable;

2.2 if the subsidisation referred to in 2.1 is found to be necessary and desirable—

2.2.1 the basis of subsidisation;

2.2.2 the procedure for the application and uniform calculation of subsidies;

2.2.3 the payment of subsidies.”

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Memoranda moet gerig word aan—  
Die Sekretaris  
Busvervoerkommissie  
Privaatsak X193  
Pretoria  
0001  
M. C BOTHA, namens Voorsitter Busvervoerkommissie  
(23 Oktober 1981)

Memoranda should be directed to—  
The Secretary  
Bus Transport Commission  
Private Bag X193  
Pretoria  
0001  
M. C BOTHA, for Chairman Bus Transport Commission.  
(23 October 1981)

**AGROPLANTAE**

Hierdie publikasie is 'n voortsetting van die Suid-Afrikaanse Tydskrif vir Landbouwetenskap Jaargang 1 tot 11, 1958-1968 en bevat artikels oor Akkerbou, Ekologie, Graskunde, Genetika, Landbouplantkunde, Landskapbestuur, Onkruidmiddels, Plantfisiologie, Plantproduksie en -tegnologie, Pomologie, Tuinbou, Weiding en Wynbou. Vier dele van die tydskrif word per jaar gepubliseer.

Verdienstelike landboukundige bydraes van oorspronklike wetenskaplike navorsing word vir plasing in hierdie tydskrif verwelkom. Voorskrifte vir die opstel van sulke bydraes is verkrygbaar van die Direkteur, Landbou-inligting, Privaatsak X144, Pretoria, aan wie ook alle navrae in verband met die tydskrif gerig moet word.

Die tydskrif is verkrygbaar van bogenoemde adres teen R1,50 per eksemplaar of R6 per jaar, posvry (Buitelands R1,75 per eksemplaar of R7 per jaar).

Verkoopbelasting moet by binnelandse bestellings ingesluit word.

**AGROPLANTAE**

This publication is a continuation of the South African Journal of Agricultural Science Vol. 1 to 11, 1958-1968 and deals with Agronomy, Ecology, Agrostology, Genetics, Agricultural Botany, Landscape Management, Herbicides, Plant Physiology, Plant Production and Technology, Pomology, Horticulture, Pasture Science and Viticulture. Four parts of the journal are published annually.

Contributions of scientific merit on agricultural research are invited for publication in this journal. Directions for the preparation of such contributions are obtainable from the Director, Agricultural Information, Private Bag X144, Pretoria, to whom all communications in connection with the journal should be addressed.

The journal is obtainable from the above-mentioned address at R1,50 per copy or R6 per annum, post free (Other countries R1,75 per copy or R7 per annum).

Sales tax must accompany inland orders.

**THE ONDERSTEPSPOORT JOURNAL OF VETERINARY RESEARCH**

Die "Onderstepoort Journal of Veterinary Research" word deur die Staatsdrukker, Pretoria, gedruk en is verkrygbaar van die Direkteur, Afdeling Landbou-inligting, Departement van Landbou-egniese Dienste, Privaatsak X144, Pretoria, 0001, aan wie ook alle navrae in verband met die tydskrif gerig moet word.

Hierdie publikasie is 'n voortsetting van die "Reports of the Government Veterinary Bacteriologist of the Transvaal" wat terugdateer tot 1903 en waarvan 18 verskyn het tot 1932. Dit is gevolg deur 40 volumes van die "Onderstepoort Journal". Tans bestaan elke volume uit vier nommers wat teen R2 binnelands en R2,50 buitelands per nommer van bogenoemde adres verkrygbaar is.

Direkteure van laboratoriums ens. wat begerig is om publikasies om te ruil moet in verbinding tree met die Direkteur, Navorsings-instituut vir Veeartsenykunde, Pk. Onderstepoort, 0110, Republiek van Suid-Afrika.

Verkoopbelasting moet by binnelandse bestellings ingesluit word.

**THE ONDERSTEPSPOORT JOURNAL OF VETERINARY RESEARCH**

The Onderstepoort Journal of Veterinary Research is printed by the Government Printer, Pretoria, and is obtainable from the Director, Division of Agricultural Information, Department of Agricultural Technical Services, Private Bag X144, Pretoria, 0001, to whom all communications should be addressed.

This publication is a continuation of the Reports of the Government Veterinary Bacteriologist of the Transvaal which date back to 1903 and of which 18 have appeared up to 1932. These were followed by 40 volumes of the Onderstepoort Journal. At present each volume comprises four numbers which are obtainable at R2, other countries R2,50 per number from the above address.

Directors of laboratories etc. desiring to exchange publications are invited to communicate with the Director, Veterinary Research Institute, P O Onderstepoort, 0110, Republic of South Africa.

Sales tax must accompany inland orders



# Railway police for ID parade

INVESTIGATIONS into an alleged assault by four Railway policemen on a Mitchells Plain man are continuing.

Mr Henry Davids, 19, of Bloubos Circle, Eastridge, had his jaw broken

He was told that he would be required to identify the four policemen at an identification parade to be held soon

Brigadier H J R du Plessis, Divisional Commissioner of the Railway Police for the Western Cape, ordered an immediate investigation last week when informed of the alleged incident by Cape Herald.

'I will not tolerate assault by my men,' Brigadier du Plessis said at the time.

A neighbour who was arrested after dagga had been found in a railway carriage asked Mr Davids to inform his family.

## NASTY

'When I agreed to do so the four plainclothes policemen became very nasty and once, on Mitchells Plain station, they hit and kicked me,' Mr Davids said.

He stumbled home and was taken to hospital where he spent five days.

Fourteen stitches were inserted into his left cheek.



2169

RPM 27.10.87 (269)

# Schoeman calls for recognition of black unions

THE emergence of black workers in trade unionism was an evolutionary fact which could no longer be ignored, the Minister of Transport Affairs Mr Hendrik Schoeman said in Cape Town last night.

Opening the congress of the Transport Staff Association, Spoorbond, Mr Schoeman said several staff associations of the SA transport services had amended their constitutions to accommodate coloured, Indian and black members.

A staff association for Black Transport Workers established in April had more than 50 000 members, he said.

"The emergence of the black employee in trade unionism is an evolutionary fact which one dare no longer keep silent about," Mr Schoeman said.

## Guidance

"We are aware of the delicate nature of the negotiations which you (Spoorbond) and other staff associations have experienced over the years," he said.

"You can, therefore, make a great contribution by guiding the black staff association in the direction of responsible trade unionism as we have experienced it through the years."

Staff relationships should be flexible, dynamic and growing. The attitude of the employer towards trade unions often determined if there would be conflict or mutual trust, he said.

He pointed out that payload transported by rail had increased by more than 77% in the past 10 years, while the number of passengers had increased by

more than 33% and cargo handled in the ports had increased by more than 63%.

Compared to this, the number of railway employees had increased by only 19,9%, he said.

This was proof that railway employees were orientated towards greater productivity.

Salaries had increased by an average of 9,6% a year.

But, he added, South Africa's economic and industrial progress could not be maintained satisfactorily by the available white labour force only. — Sapa.



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XI



REPUBLIC OF SOUTH AFRICA

GOVERNMENT GAZETTE

STAATSKOERANT

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Vol. 196]

CAPE TOWN, 28 OCTOBER 1981
KAAPSTAD, 28 OKTOBER 1981

[No. 7854

OFFICE OF THE PRIME MINISTER

KANTOOR VAN DIE EERSTE MINISTER

No 2249. 28 October 1981.

No. 2249. 28 Oktober 1981

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

Hierby word bekend gemaak dat die Staatspresident sy goedkeuring geheg het aan die onderstaande Wet wat hierby ter algemene inligting gepubliseer word —

No. 93 of 1981: National Roads Amendment Act, 1981.

No 93 van 1981: Wysigingswet op Nasionale Paate, 1981

269

Dit het die Staatspresident behaag om mnr Brian Frederick Puchert ingevolge artikel 41 van Wet 70 van 1957, as lid in die Hare-adviesraad, Mosselbaai, aan te stel om die Kamer van Nywerhede tot 31 Oktober 1982 te verteenwoordig in die plek van mnr. William Murray Stuart Franklin wat bedank het

The State President has been pleased to appoint Mr Frederick Puchert in terms of section 41 of Act 70 of 1957, as member on the Harbour Advisory Board, Mossel Bay, to represent the Chamber of Industries until 31 October 1982 in the place of Mr William Murray Stuart Franklin who has resigned

DEPARTEMENT VAN VERVOER

No. 2312

30 Oktober 1981

WET OP STEDELIKE VERVOER, 1977  
(WET 78 VAN 1977)

VERKLARING VAN METROPOLITAANSE  
VERVOERGEBIED

Kragtens die bevoegdheid my verleen by artikel 3 (1) (a) van die Wet op Stedelike Vervoer, 1977 (Wet 78 van 1977), verklaar ek, Hendrik Stephanus Johan Schoeman, Minister van Vervoerwese, hierby die gebied beskryf in die Bylae hiervan, welke gebied bestaan uit die regsgebiede van die plaaslike besture van Benoni, Boksburg, Brakpan, Nigel, Putfontein en Springs, sekere aangrensende gedeeltes van die regsgebied van die Transvaalse Raad vir die Ontwikkeling van Buitestedelike Gebiede, die regsgebied van die

DEPARTMENT OF TRANSPORT

No. 2312

30/10/81

30 October 1981

URBAN TRANSPORT ACT, 1977 (ACT 78 OF 1977)

DECLARATION OF METROPOLITAN TRANSPORT  
AREA 269

Under the powers vested in me by section 3 (1) (a) of the Urban Transport Act, 1977 (Act 78 of 1977), I, Hendrik Stephanus Johan Schoeman, Minister of Transport Affairs, hereby declare the area described in the Schedule hereto, which area consists of the areas of jurisdiction of the local authorities of Benoni, Boksburg, Brakpan, Nigel, Putfontein and Springs, certain adjoining portions of the area of jurisdiction of the Transvaal Board for the Development of Peri-Urban Areas, the area of jurisdiction of the Adminis-

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see 95 for full text

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# Dispute over water facilities

NM 30/10/81 (269)  
~~219~~

DURBAN'S City Council may serve a summons on the South African Railways and Harbours for a two-year-old claim for more than R600 000 for harbour water supply facilities delivered to the port by the council.

The council will be told on Monday that the claim must be made before December 1, if the R615 878 owing for mains and pipes are to be recovered.

The wrangle over the money goes back as far as 1977, when the council made the water facilities available to the Railways for consumption in the harbour.

In minutes to the management committee, Town Clerk Mr G Haygarth says the amount in compensation was agreed to by the council, which then sent a claim to the Railways in August 1978.

However, he said that in spite of repeated reminders, the council received no reply from the Railways until two years later, when a letter arrived from the Systems Manager's Office, saying that the facilities, which included mains and pipes, should be handed over free of charge.

Another meeting was held in April this year when the Railways undertook to make its own valuation. But the council has still not received the valuation, although it is understood to have been completed and is being considered from a legal point of view.

The council's legal advisers believe prescription intervenes on December 1 and a summons on the Railways is necessary.

10 die  
36/38/18/87  
in Natal

station  
throng (269)

DURBAN — Ten people were trampled to death and at least 38 injured, many seriously, when packed trains delayed by the massive Natal power failure arrived within minutes of each other at kwaMashu Station yesterday.

A railways police spokesman said the deaths occurred during peak hour as thousands of people scrambled across the single pedestrian bridge over the lines.

"There were throngs of people packed like sardines trying to cross the bridge from west to east, and other pedestrians were attempting to come the other way.

"The thrust from the west was stronger and the crowd fell forward down the stairs, crushing the people coming from the east side," he said.

Police, ambulancemen and volunteers worked for nearly an hour, dragging dead and injured people out of the path of commuters.

A daily News reporter, Mr Caesar Ntshakala, said: "When I arrived at the station the platform was littered with clothes, shoes, and handbags.

"People were lying around, surrounded by pools of blood, moaning and crying in pain.

"People were rushing around trying to help the injured and ferrying them to hospital in any cars available.

"The traffic lights were not working and one pedestrian trying to escape the horror was knocked down by a car taking injured people to hospital."



# 10 die in station horror

RDM 31/10/21  
269

TEN people were trampled to death and at least 38 injured, many seriously, when packed trains — delayed by a massive Natal power failure — arrived within minutes of each other at the KwaMashu Station on Thursday.

Police, ambulancemen and volunteers worked for nearly an hour dragging the dead and injured out of the path of commuters.

A Railways police spokesman said the deaths happened during the peak-hour rush as thousands of people scrambled across the single pedestrian bridge over the railway lines.

"There were throngs of people packed like sardines trying to cross the bridge from west to east, and other pedestrians were attempting to come the other way.

"The thrust from the west was stronger and the crowd fell forward down the stairs, crushing the people coming from the east side."

All the injured were taken to King Edward VIII hospital.

The names of the dead and injured are being withheld until relatives have been told — Sapa









STAR 23/11/81 (269)

# Port Service sets the pace

requires fully trained maintenance and operating staff. To comply to the high standard of driving, staff is selected and trained in driving techniques at the RTS training centre at Esselen Park.

## 'Springboks'

Special attention is placed on "on-the-job training" under expert supervision of staff well acquainted with the operational functions of the various types of extra-heavy haulers and trailers in service.

During the 1980-1981 "Driver of the Year" competition eight of the nine chosen "Springboks" to represent South Africa abroad were RTS drivers.

When the Sasol II and III projects of high national importance were initiated RTS was best equipped to handle transport projects of this magnitude and Sasol Fluor awarded the contract for the conveyance of all the imported abnormal loads to RTS.

The RTS had to increase its extra-heavy haulers with 23 Pacifics.

## Achievements

During the conveyance of the Sasol II and III loads, the following records were achieved.

● Largest load ever conveyed with the 2 x 12 axled Ultra Nicolas trailer with four Ultra Pacific haulers in South Africa were methanol wash columns conveyed as self-supporting loads each

measuring in length 57 m x width 5.7 m height 5.3 m and weighing 328 tons. Laden-vehicle combination dimensions and mass were length 114 m width 5.7 m height 8 m and gross mass 643 tons.

● Heaviest load ever conveyed was a Sasol hydrogenation reactor 27m in length, 3.5 m in width and 3.5 m in height. Mass was 340 tons. This load, not being self-supporting, was conveyed on the 2 x 12 axled Ultra Nicolas trailer coupled with beams. The laden-vehicle combination dimensions and gross mass were, length 115 m, width 6 m x height 5 m. Gross mass was 713 tons. The laden-vehicle combination left Richards Bay last June 25 and travelled at 5 to 10 km/h to Secunda.

## New concept

A new concept of transporting heavy abnormal lifts was recently successfully completed when a 137-ton gas turbine destined for Port Elizabeth was transported.

Because of inadequate harbour-crane facilities at Port Elizabeth it was decided to import the item through Durban harbour.

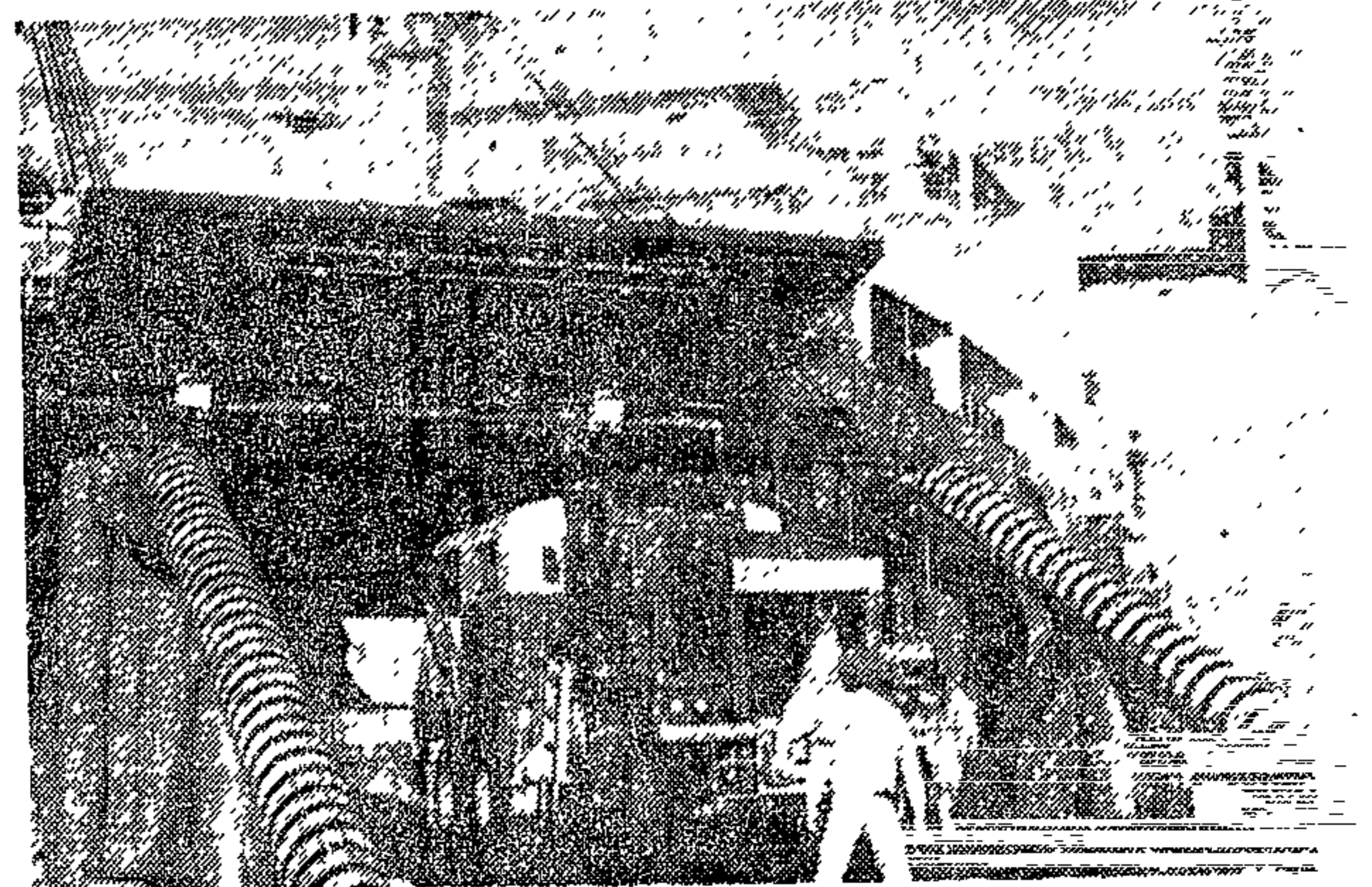
The turbine was loaded on to a 12-axle Nicolas trailer which, together with the two hauling units, drove into one of Safmarine's RORO vessels.

Laden vehicles then went by sea to Port Elizabeth where they were driven off the vessel and delivered to site last August 7.

## Service that works by land and sea



The heaviest load conveyed by RTS. This 340-ton Sasol hydrogenation reactor was hauled from Richards Bay to Secunda last June.



Vehicles loaded with a 137-ton gas turbine and hauling units drive off a vessel at Port Elizabeth. The harbour cranes were not able to lift the turbine, which was rerouted through Durban last August.



23/11/81

269

# The Star Business Awards

# SAR Road Transport keep

This entry, submitted by the South African Railways Road Transport Service, won The Star Business Award for the most outstanding achievement in the transport sector:

As the national transporter the South African Railways Road Transport Service (RTS) had to keep pace with increased demand and was one of the first to acquire sophisticated heavy-road equipment complying to the Road Ordinance.

ability of sophisticated plant, experience and ability to handle loads of big dimensions and mass, the contract for the conveyance of all imported loads for South Africa's first major project, the Natref Refinery at Sasolburg, was awarded to RTS in 1969

Because of industrial expansion, Escom had to build bigger power stations including Arnot, Kriel, Matla and Duvha

Large capital investment to erect these projects and sophisticated road equipment was required and Escom approached RTS to provide the transport.

### Supplemented

Consequently the fleet was further supplemented by a 2 x 6 axled Cometto and a 2 x 12 axled Nicolas multi-wheeled hydraulic suspension trailer. The Nicolas was designed and built in France according to specifications by RTS technical engineers and

placed in service during December 1970.

These developments led to RTS introducing the only 2 x 12 axle Ultra Nicolas trailer capable of carrying 350 tons between the high girder beams. This trailer, capable of carrying loads of up to 398 tons, was built in accordance with RTS specifications and was used from November 1977.

### Hauling units

With 288 wheels and individual steering ability, this is the largest trailer operated on public roads in the southern hemisphere. Trailers of this size naturally require powerful hauling units and International Pacific haulers, each capable of an output of 597 kW, were bought. These haulers are also the largest on-highway trucks in the world and South Africa is the first country outside the US in which they operate on public roads. Abnormal equipment re-

## National hauliers will the way

The Star Business Award for outstanding achievement in the transport sector has been won by the South African Railways Road Transport Service.

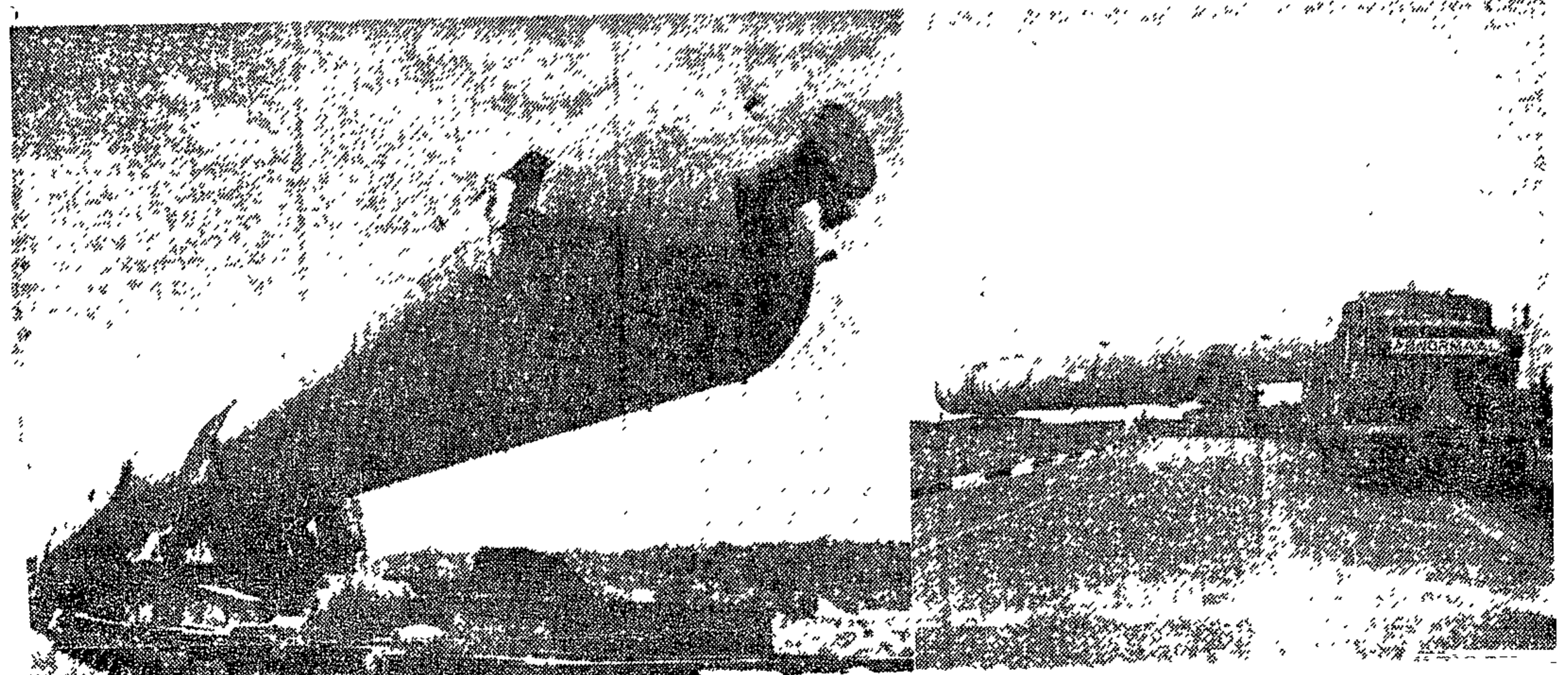
The panel of judges congratulated the winner for making a major contribution to the country as a whole by being prepared to design and invest in specialised transport equipment capable of handling heavy machinery required for large capital-development projects.

Without this equipment and the South African Railways experience, industrial development would have suffered.

The judges highly commended Comair for playing a major role in developing passenger air services to less developed areas.

Comair thus assisted mining, industry and tourism which rely on transportation to rural areas

The judges noted that Comair's involvement in assisting neighbouring territories with air services was also highly commendable.



Methanol wash columns for Sasol, the biggest load conveyed by the 2 x 12-axled Ultra Nicolas trailer with four Ultra Pacific haulers

in South Africa. The methanol wash columns, conveyed as self-supporting loads, each measured 57 m in length, width of 5,7 m, height of 5.3 m and weighed 328 tons.



# Rail line to cross Kalahari

ARGUS  
1/12/81



269

By WILF NUSSIV for  
Argus Africa News Service

GABORONE. — Botswana has launched a huge project to tame one of the last great wildernesses in Africa, at a cost of at least R1 000-million

It is a new railway that will run right across the formidable Kalahari Desert to give this country and also Zimbabwe, Zambia and Zaire access to the major South West Africa port of Walvis Bay

In an interview here the President of Botswana, Dr Quett Masire, said his Government intended to have the railway fully in operation in 10 years' time

It will link the existing South Africa-Zimbabwe line through eastern Botswana to SWA's network at Gaborone, which lies 110 km beyond Botswana's western border

At the eastern end, the railway will join up with the South Africa-Zimbabwe line somewhere near the small towns of Mahalapye and Palapye

## COAL DEPOSITS

Its route across the dunes, scrub and pans of the arid Kalahari has not yet been planned in detail but a key part of its purpose is to open up large, middle-grade coal deposits in the region of Seruli (formerly Serowe) for exploitation

The giant international oil company Shell has rights to large coal deposits in the area

Construction of the line will be one of the biggest and most expensive such ventures in African history and is likely to exceed considerably the R1 000-million envisaged because of inflation

## CECIL RHODES

Ironically, the new railway will help to complete the Southern African rail network planned by the pioneer Cecil John Rhodes, who wanted it ultimately to link all the way to Cairo.

It represents an enormous engineering challenge because it will have to be built across a flat plain deeply covered in sand with virtually no surface water, and in ferocious heat

Commenting on the Trans-Kalahari Railway, President Masire said his country needed it in addition to its present routes to the sea via South African railways and ports.

It was needed not only as a quick alternative route, but also to pave the way for development in central Botswana and to expand commerce and industry to provide more jobs



THE South African Railways is currently proceeding with a multi-million rand project to improve its railway service between Soweto and the industrial areas of Johannesburg

The project involves linking the main Johannesburg/Germiston line with the Rand Mineral line over a distance of 4,7 km.

Once the line is completed, it will be possible for commuters travelling from Soweto to reach the southern areas near Kaserne on a circular route via Johannesburg or Booyens. This will greatly ease rail traffic on the existing overworked system. The line will also eliminate conflicting train movements in

# 269 Industrial Week that gap Bridging

15/12/81  
the Johannesburg area  
Within the 4,7 km stretch there will be four incrementally launched bridges.

The prime reason for choosing this form of construction on the project was to minimise disturbance to rail and road traffic during construction procedures.

The system involves "manufacturing" a section of the bridge behind an abutment on a casting bed

and jacking the bridge forward at the rate of one increment per week.

In the later stages of the operation the mass of the bridge will exceed 2 000 metric tons.

Extensive use is made of Teflon and stainless steel to minimise friction on sliding surfaces

Grinaker Construction (Transvaal) is responsible for the first and fourth contracts

The first contract involves work in the vicinity

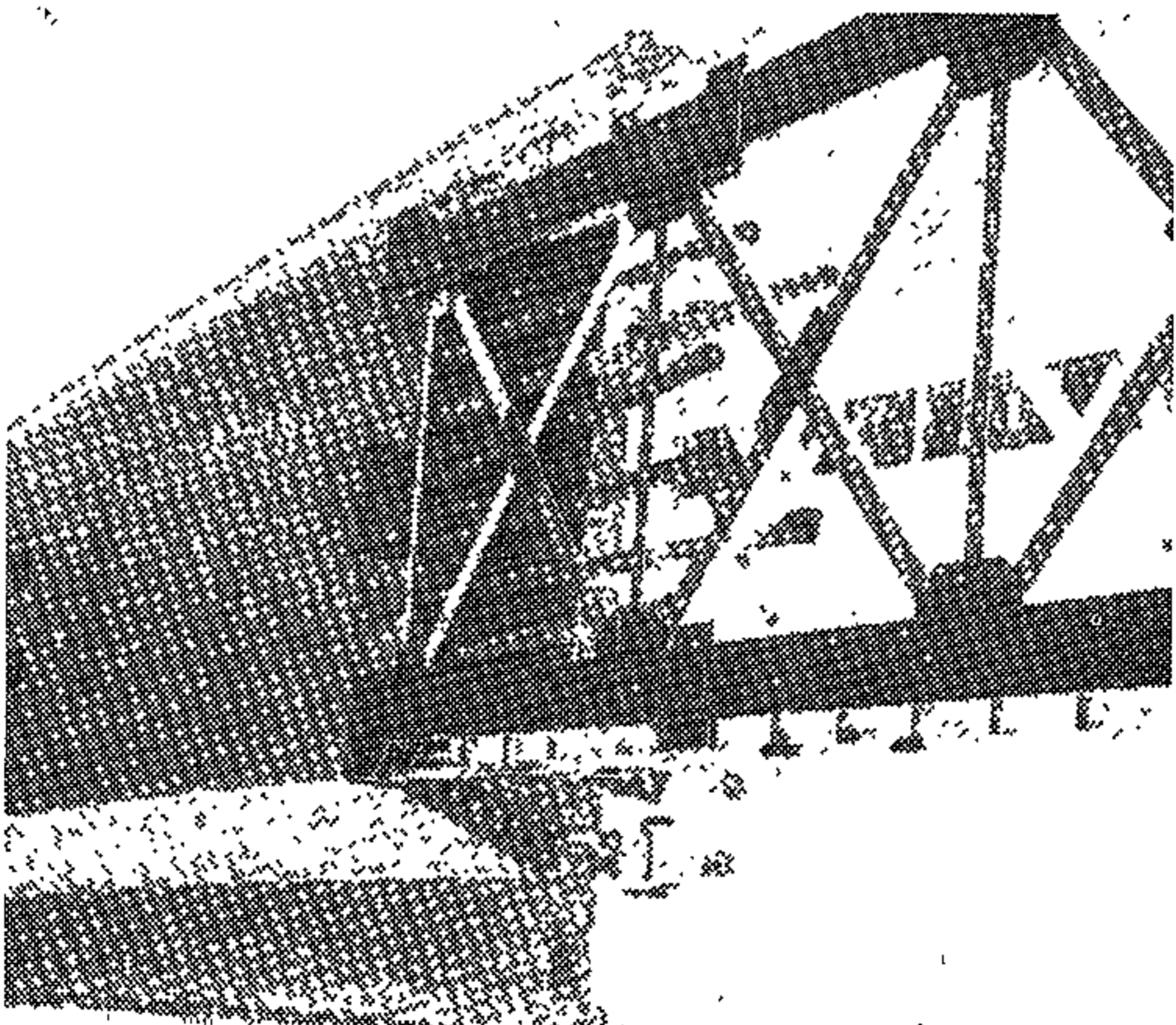
of George Goch station and includes earthworks and the construction of two incrementally launched bridges

Bridge number one will be 208 m long with a horizontal centre radius of 350 m, and bridge number two will be 74 m long and will also have a horizontal radius of 350 m

Both bridges were designed by Van Niekerk, Kleyen & Edwards, who are also administering the contract.

The two bridges at Kaserne West were designed by Scott & De Waal

The fourth contract involves earthworks, considerable track alterations at Kaserne and on the main line, the building of a station at Kaserne.



THE soffit of a bridge over the Main Reef Road

# New year bus price shock for Daveyton

By MZIKAYISE EDOM  
RESIDENTS in Daveyton, Benoni, will start 1982 on a bad note. Bus fares in the township will be increased by 5c as from new year's day.

This was announced yesterday by Mr Silumko Tom Boya, chairman of the Daveyton Community Council, who said the council had no alternative but to increase fares because they were running the bus service at a loss.

But most residents interviewed by The SOWETAN yesterday, said they were against the increases. They said the increases were uncalled for, especially after the festive season.

Mr Boya said: "We had no alternative but to increase the fares because we were running

the bus service at a loss. Petrol has gone up, spares and tyres have also gone up."

He also said that they had to increase fares because they have to increase salaries for drivers. He said if the council did not increase the fares, the only alternative was to sell the bus service which the council could not afford at this stage.

Mr Philemon Mokate said: "The increases are uncalled for at this stage."

Mr Crosby "Tekkie" Thobela called on the Daveyton residents not to pay the increases.

The new fares are as follows — around the township fares will be increase from 15c to 20c; from Daveyton to Santa from 20c to 25c; scholars from 7c to 12c

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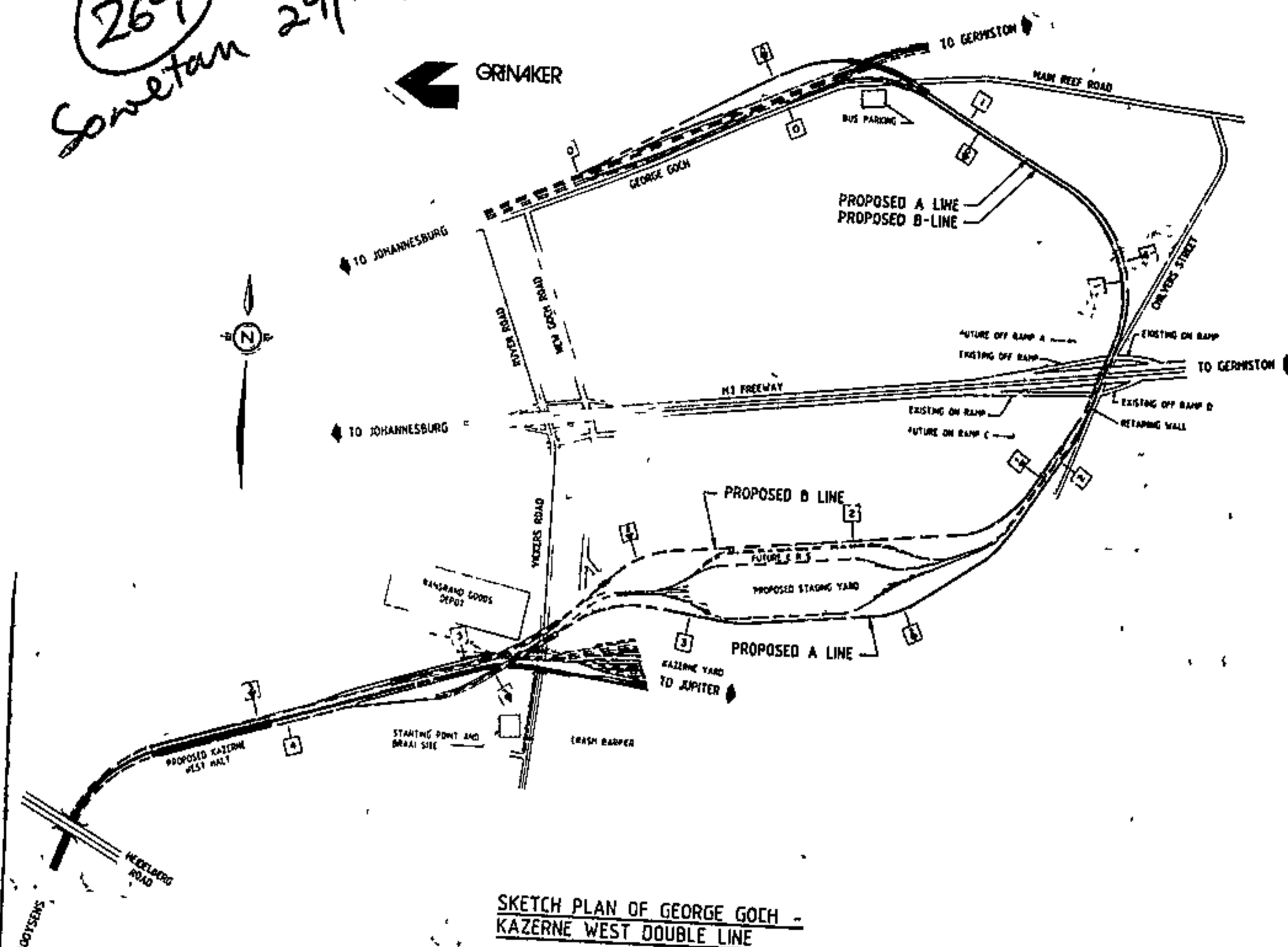
Sowetan

23/12/81



# New rail line coming

269  
Sowetan 29/12/81



SKETCH PLAN OF GEORGE GOGH - KAZERNE WEST DOUBLE LINE

By LEN KALANE

**THE South African Railways is proceeding with a multi-million rand project to improve the railway service between Soweto and the industrial areas of Johannesburg.**

The project involves linking the main Johannesburg/Germiston line with the Rand Mineral line over a distance of 4,7 km.

Once the line is completed, it will be possible for commuters travelling from Soweto to reach the southern areas near Kazerne on a circular route via Johannesburg or Booyens. This will ease rail traffic on the existing overworked system and eliminate the conflicting train movements in the Johannesburg area.

The project will speed up the turn-around time of trains and thus generate more efficient use of available coaching stock. It will also help in coping with future increased demand.

Commuters will also have a better service as a direct result of the construction of a new station at Kazerne West. The walking time from the City Deep area, which includes the container terminal, and market, to a station will be reduced by approximately half an hour. This is the walking time between the new station at Kazerne West and George Gogh station. It is estimated that some 8000 commuters will use the new station.

The new station at Kazerne West, together with a future halt at Kazerne East, will also provide greatly improved services to the eastern township hostel complex and sports stadium.

269 30/12/81 Daily Dispatch

## Express Ciskei to Cape bus service introduced

**KING WILLIAM'S TOWN** — It is now possible for Ciskeians to travel to Cape Town and back over weekends.

A new express bus service from Ciskei to Cape Town has been introduced by the CTC Bus Company and is being run by its subsidiaries — Bisho, Hewu and Gompo Bus Companies.

This was announced yesterday by the manager of Bisho Bus Company, Mr I. McCourt.

He said buses left on Thursday and Saturday afternoons arriving in Cape Town on Friday and Sunday mornings respectively. Return journeys operated every Friday and Sunday afternoons from Langa township, Cape Town, arriving in Ciskei on Saturday and Monday mornings respectively.

Mr McCourt said the new service had the blessing of the Ciskei Government

and the company had a booking office at the Ciskei consulate's offices in Cape Town.

"There has been a need for this service for a long time in view of the number of contract workers whose homes are in the Ciskei but who are working in the Western Cape," he said.

"Our wish is to see families joined together more often. The people have asked for this service and we have agreed."

He said semi-luxury buses were provided. The situation was being watched to see whether the vehicles were adequate for this service.

There were two drivers on each bus who relieved each other on the route.

Towns being served included Queenstown, Whittlesea, Sada, Cathcart, Stutterheim, East London, Mdantsane, Zwelitsha, King William's Town, Dim-

baza, Alice and Peddie. Tickets could be booked in advance at some of the above centres.

There were two refreshment halts, one at Graaf-Reinet and the other at Laingsburg. A single trip cost R18. — DDR.